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A decorative banner for "LORDS OF THE SEA" featuring a central oval vignette. Inside the oval, Neptune, bearded and crowned, sits in a chariot pulled by a sea horse, holding a trident. He is surrounded by several figures in the water. The background of the vignette shows a sun rising over the ocean. Outside the oval, the scene continues with several sailing ships on the sea. The entire banner is framed by a thick rope border, with the rope looping at the ends. The text "LORDS OF THE SEA" is written in large, stylized letters across the top.

SEPTEMBER 25, 1907—SEPTEMBER 16, 1908.

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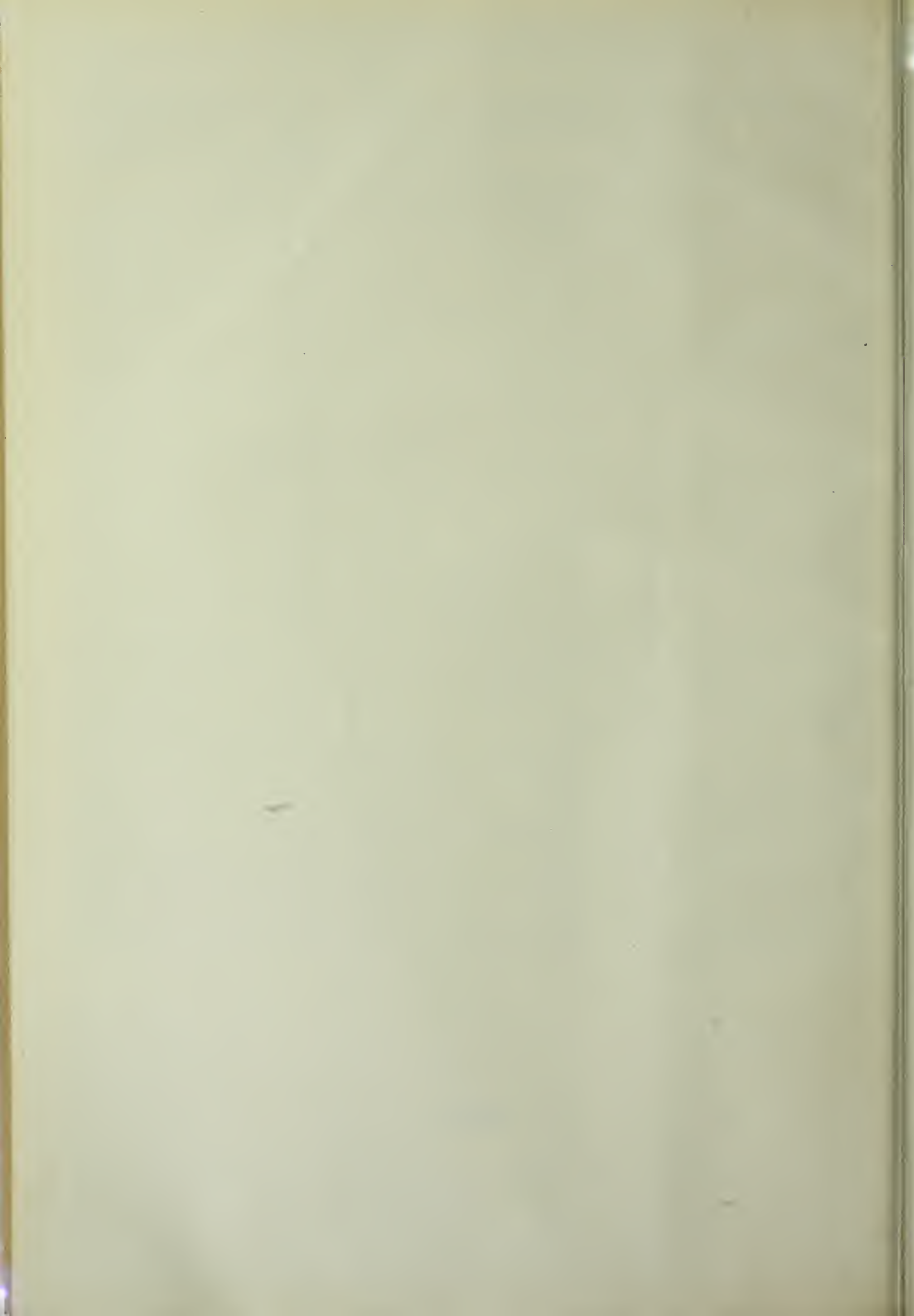
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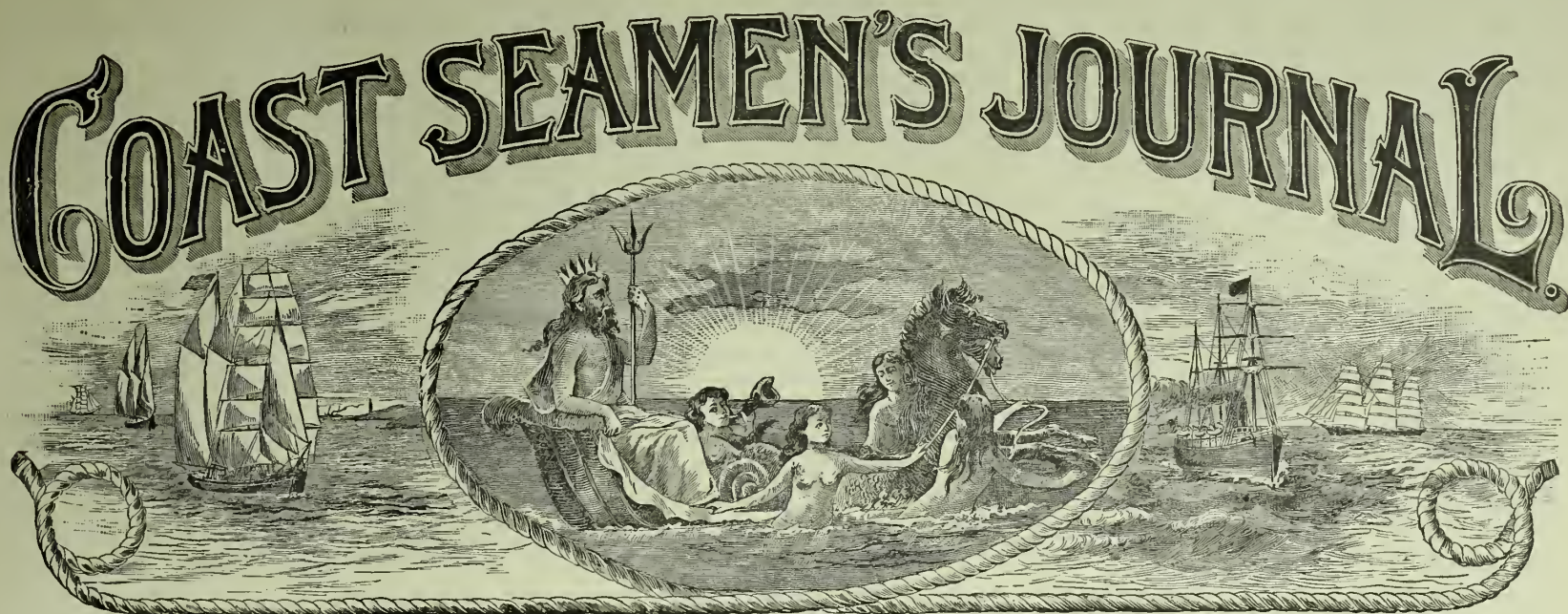
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 1.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 25, 1907.

Whole No. 1041.

OUR "COMING OF AGE."

THE COAST SEAMEN'S JOURNAL enters upon its twenty-first year with the present issue. The occasion seems to justify more extended notice than is customary at the opening of a new volume.

Progress in human affairs is usually marked by the annual recurrence of the birthday of a given event. Once a year mankind, either in an individual capacity or in world-wide agreement, pauses to note the coming again of that date which marks the birth of a new life, a new thought, a new institution, to mark the fruits thereof and to derive new inspiration from the event.

By way of varying the proceeding, at the same time adding new emphasis to it, we are accustomed to group the years into periods, longer or shorter, according to the character of the events noted. The discovery of a continent, the establishment of a nation, the invention of a device in mechanics, every great achievement constituting an epoch in the progress of the world, is honored more or less generally by a pause in the daily course of thought and action, in order that results may be computed and prospects reasonably anticipated.

The most familiar, because most human, of these periods of reflection and improvement is that by which we signalize the maturing of human life. With his twenty-first birthday man "comes of age"; thenceforth he is the maker of his own destiny, responsible to his Creator and the world for his every thought, word and deed. Standing upon the threshold of full responsibility, legal and moral, man observes his twenty-first birthday as the coming of that age when he must bid farewell to those counsels of authority which he has so far deferred to and leaned upon, and go out into the world with only his own arms as protectors, his own courage as an inspiration and his own conscience as a light in the path of duty. Parents, relatives and friends assemble to give him a "Good voyage!" Affection, counsel, friendship—these go with him on his journey, but they go in spirit, rather than in form, the form of authority to correct or to make amends. Next to that day upon which man must render a final accounting of his mission in life, the day upon which he "comes of age" is the most significant in his career. Fortunate is he who, in reviewing the period of childhood and adolescence, finds in its training and teachings the groundwork of a career useful to himself and his fellowman. Thrice fortunate is he if, in that crucial moment, he can look himself in the face and say that he has taken to heart the lessons of his youth and endeavored to practice them in the daily associations of life.

With the beginning of its twenty-first year the Journal "comes of age." The significance of this period in the life of any journal is properly regarded as of a kind with that attaching to the same period in a human life, for the reason that newspapers are essentially a human product, a mouthpiece of the human mind. All ordinary comparison between the attributes of the press and of human nature are the more striking in proportion as the particular publications are representative of their publishers and readers. So regarded, the Journal is part and parcel of the lives of those by whom and for whom it is pub-

lished, namely, the seamen of the country and of the world. The birthday anniversary of the Journal is an event of "human interest" equal in all the respects that make human birthdays noteworthy with that of any of the men for whose benefit it is published. The birthday of the Journal is, in a sense, the birthday of the seamen, since that event marks in large measure the coming to life of a new spirit and a new hope in that craft. It seems, therefore, that the present occasion justifies a brief review of the Journal's work from its inception to the present time.

The establishment of the Journal may be said to have been contemporaneous with the establishment of organization among seamen on the Pacific Coast, which, in turn, means the establishment of organization among the seamen of the world. Efforts to organize the seafaring craft—efforts more or less successful, and more or less enduring—had been made in various localities and at various times. We deem it safe to say, however, that the organization formed in 1885 by the seamen of the Pacific Coast is the first instance on record of sustained and effective action of the kind. With the first fruits of organization among the seamen there arose a demand for some means of adequately expressing the sense of the craft upon matters affecting its interests. In those days, when hope ran high and action followed fast in the train of thought, the conception of a publication that should speak for and of the seamen in a manner worthy their real sentiments was hailed with general approval. Accordingly the Coast Seamen's Journal was established. The first issue appeared on November 2, 1887. Every week thereafter the Journal has carried its message to the seamen of the world and their friends, not excepting the weeks immediately following the great catastrophe in San Francisco, during which every other weekly publication was suspended for a time. Throughout that period the Journal has been, as it were, the seamen's flag and beacon-light. In prosperity and in adversity it has been as a sign in the heavens, so far as human power could make it so, to the seaman in every part of the world. Whenever, in times of stress, it has been suggested that publication should be stopped, the seamen have given answer: "Keep our signal for closer battle flying!" And so the Journal has been kept at the masthead, a sign and symbol of faith and determination in the cause of justice for the men who "go down to the sea in ships."

The Journal was founded upon certain well-defined ideas: First, it was determined that the paper should be conducted exclusively by practical seamen, members of the Union, and that it should always remain the property of that organization. Secondly, the idea of publication was that of educating the public to a proper conception of the seaman's character, his true standing as a social and economic factor and his needs as such. Thirdly, it was believed that such a publication would accomplish much of educational value to the seaman himself. To understand the importance of these objects it must be remembered that up to the time of the publication of the Journal the world was absolutely without any means of judging the seaman's character or needs, if we except the means used by

his enemies or, what is much the same in practical effect, his mistaken friends. The seaman was voiceless, or if he spoke at all, it was through the medium of publications designed to amuse rather than instruct. The seaman had been written and sung about until he had become a laughing stock, an object of contempt, among his fellows on land.

This state of public opinion constituted an insurmountable barrier to that confidence and esteem which is necessary to the progress of any element of the people. The establishment of the Journal was determined upon in order that the seaman might have true representation in the press, to the end that the press and public generally might have an opportunity of judging the seaman at his true worth. The seamen felt that whatever the results, whether creditable or otherwise, from a journalistic or personal standpoint, the Journal would at least do them the justice of representing them as they really are, not as they are pictured, and in fact caricatured, in other prints. With this object in view it was determined that the Journal should be edited and conducted in every department, except the purely mechanical, by practical seamen, men qualified to express the seaman's views by virtue of their own experience.

In this early period of organization among the seamen it was recognized that the need of education among themselves was as important as the need of educating the public. The seamen realized that to succeed in the labor movement they needed to learn the history of that movement, its origin, objects and methods. The seamen realized, too, that to succeed in improving the conditions of their daily lives they needed to understand these conditions, not only in their practical application, but in their legal and economic aspects. The Journal was established as a necessary means of achieving these objects. Underlying these ideas and in reality dominating them, although perhaps not so definitely expressed, was the conception of a paper that should serve as a medium of communication between the seamen of all localities and countries. The idea that inspired the organization of the seamen, in 1885, namely, that of uniting the seamen of the world in one great fraternity—the Brotherhood of the Sea—was followed in the establishment of the Journal, as a means by which the seamen in all the ports of the world might be kept in touch with each other, thus affording a common source of authority and information and a common center of interest. In addition to all this, there existed a sense of responsibility to the labor movement at large. The seamen recognized the truth of the axiom that improvement in the conditions of any given craft, to be permanent, must be accompanied by improvement in the conditions of all other crafts. Accordingly, in establishing the Journal they determined that it should take a lively interest in the affairs of the labor world, that it should speak for the seamen, not only as seamen, but also as members of the labor movement, and that in all that it said it should seek to serve the interests of the seamen, not at the expense of any other craft, but in conformity with the interests of all other crafts.

(Continued on Page 7.)

COMPARISON OF MECHANICS.

An English mechanic, in comparing the conditions in American machine shops with those in England, seems to find decidedly in favor of this country. In Cassier's Magazine he says:

"The American workman is a man who is well informed and I found quite a number who were very keen on inquiring into industrial conditions existing in England. Didn't I think a man who ran two machines in the States for \$18 a week is better off than a full-fledged mechanic who got £2 a week in England?"

"When I had thought the thing over and lived there for a time I was compelled to admit that, as far as my observation went, the American had the best of the deal. He would take it this way, \$18 a week is about 7s., then take 25s. for board and lodging in the States, this left 50s.

"Then take the Englishman's wage, 40s. a week, less 15s. for board and lodging; this left 25s. Here is a difference of 100 per cent. That many things are dearer in the States than in England I admit, but having tried both, the American with the 50 shillings left is the better off.

"In most cases the housing accommodation is better for the American, the rent is very little above that of the large towns in England, while if the districts are new, such inducements as free taxes, free water, etc., for about three years are offered, and land freehold is quite as cheap in the States as in England.

"Clothes cost more money, and the cloth in the States is not so good a quality as we might get in England, but the American will most likely buy three new suits to the Englishman's one, and will pay from \$20 to \$25 for each. I did not find prices of domestic stuff much higher than in England.

"I must confess that I very quickly fell into American ways. First of all, breakfast about 6:30 a. m., and begin work at 7 a. m.; then stop at 12 o'clock for dinner, and work again from 1 o'clock till 6 p. m., and on Saturdays from 7 till 12, and fifteen minutes allowed to clean up machines.

"This time seemed to me to be a sort of standard in use all over the country, and for my own part I think it a very much better method than beginning work at 6 o'clock and working until 8:30 before having any breakfast. The American style gives only one break in the day, and the breakfast puts some steam into a man to help him with his work. He does not want to watch the clock to see how long it will be before he can get something to eat.

"Both systems, I dare say, have their good points, but I believe in the old proverb which says, 'A job well begun is half done,' and I fail to see how a day's work can be well begun when one has to turn out of a comfortable bed (in winter especially at 5 o'clock and possibly walk from one to two miles and then do two hours' work with an empty stomach.

"Furthermore, there is the saving of gas or electricity for the first hour, and in fact in America it always seemed to me that the atmosphere was clearer in the winter months and the need for artificial light much less than in England.

"The question of warming and ventilating the workshop is one that has come in for a great deal of discussion. I found all the American shops nicely warmed; in fact

to me they seemed hot, the temperature frequently being from 70 to 75 degrees. The American workman likes a warm shop, and even at 75 degrees he does not show any signs of discomfort; but to the Englishman this temperature is too high; 60 degrees is as much as he would like."—New York Sun.

DIAMONDS BY THE TON.

The Pall Mall Gazette says that, "like all precious metals and stones, the unit of weight usually employed in regard to diamonds is the carat, of which 151½ go to make up a single ounce. To think of sacks of diamonds by the ton staggers the imagination; indeed, the average annual output of the Kimberley mines is not more than half a ton, all told. Statistics have been published recently at Cape Town giving the output for several years past of the Kimberley mines and the river diggings. These yielded in the three years, 1903-05, nearly 7,250,000 carats, say a ton and a half. The monetary value of these diamonds was £14,450,000. Since the first diamond was discovered by the banks of the Vaal in 1867 down to the end of 1906, it is estimated that the total weight of diamonds extracted from the Griqualand mines is over thirteen and a half ton, of a market value of fully £95,000,000. If statistics of this sort can be trusted—and in the case of the South African yield they closely approximate to the facts—only seventeen tons of diamonds had been mined all over the world to the end of 1901. With the same relative output since that year from Brazil and India the world's output of diamonds is now more than twenty tons. The figure seems small, considering the ages diamonds have been worked in India and elsewhere in the East, and must be largely guesswork with respect to the output in antiquity. It is, however, certain that more diamonds have been placed on the market in the last forty than in the previous thousand years."

HIGH-SPEED DESTROYER.

There was launched on February 16, 1907, a new torpedo boat at one of the Birkenhead (Eng.) shipyards which will be the fastest torpedo destroyer in the British Navy, and it is believed in the world, as she is expected to maintain a speed of 35 knots an hour "up or down." This craft is the first naval vessel of her kind to be propelled by turbine machinery of the Parsons type, and she will have triple screws. One of the most interesting and important facts in connection with this new torpedo destroyer is that certain novelties are to be introduced in her machinery and in connection with oil fuel, the results of which, it is believed, will enable the vessel to attain a speed which has never been attained before on the sea. The length of the vessel is 270 feet, breadth 26 feet, depth 15 feet 5 inches, and her builder's measurement is 914 tons.

FOUND!

A valuable document, supposed to be the property of M. J. Madsen, of the Marine Firemen, Oilers and Water Tenders' Union. Owner can have same by applying to Santiago Maneiro, 1312 Montgomery street, near Green, San Francisco.

BURIAL INSURANCE IN VIENNA.

Municipalization is carried further in Vienna, Austria, than in any other city on the Continent. Not content with buying out the principal undertaking companies and monopolizing the funeral business, the city authorities have gone a step further. They have introduced a system of burial insurance by which folk will be able to shuffle off this mortal coil without putting their relatives to any expense. The premiums are so graded that the insured can arrange for simple or stylish obsequies, cheap or dear graves, a plain headstone or a monument, the inscription on which he may himself select. If he desires it, by paying an additional sum, he may enjoy the felicity of knowing that for all future time his grave will be kept green.

All this is to be carried out through the medium of the Emperor Francis Joseph Jubilee Life Insurance Company, an institution which forms yet another department of the city's municipal activity. The insurance covering funerals and graves will be divided into ten classes, the monthly premiums in which will range from 40 hellers (8c) to 9 kronen (\$1.87).

The insured must be between the ages of 18 and 50, in good health, and not engaged in any dangerous occupation. In the event of death occurring within six months from the date of insurance, the policy will be void, and the premiums paid will be returned. Separate insurances must be effected for monuments, the premiums for which will range from 1 kronen (20c) to 16 kronen (\$3.33) a month. And finally, by payment of a capital sum, the company will agree to keep graves in order and to decorate and illuminate them on the feast of All Souls in every year, so long as the cemetery is in existence.

This latest venture in the field of municipal enterprise is interesting for the various burial societies already formed in the city. And it also promises to be interesting for the monumental masons. As the city now owns extensive stone quarries, it is thought not unlikely that its next step will be to engage in the business of manufacturing and erecting funeral monuments.

According to statistics just published by Lloyd's Register, the merchant fleets of the globe now total 39,438,000 tons, or nearly 2,000,000 more than a year ago. Of this huge total no less than 33,969,000 tons represent steam shipping, and 17,001,000 tons of it is under the British flag. All the principal maritime countries have added to their merchant navies except Spain. The increase in the case of France is nominal.

The British steamship *Moraites* left Athens for New York direct June 29. This steamer is described as being of 12,000 tons, double screws, speed 16 knots, and it is said that she has an American certificate authorizing her to carry passengers. It is reported that a second steamer has been ordered and will be ready in December.

About 100,000 nets are in use during the herring season by the 800 fishing smacks of the Netherlands. A net lasts about three seasons, but owing to losses from storms and other causes between 40,000 and 50,000 new nets are purchased annually.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

NEW BEDFORD'S LOST ART.

Twenty-five thousand mill operatives will be the chief participants in the New Bedford old-home week, which began recently.

Half a century ago the main figures in such a celebration would have been the crews of the whaling fleets which carried the renown of New Bedford and Nantucket around the world. Where be now the Captain Ahabs and the Captain Bildads, the Cape Codmen, the Gayheaders, the occasional cannibal sailors picked up on the South Sea Islands? Gayhead, whence the unerring Indian harpooners came, has dwindled to a hamlet of 170 souls. The dark-skinned sailors from the Azores, who in Melville's time made up the complements of the crews, survive in the "Portuguese" who now man the few vessels of the decayed industry.

The two whaling craft fitting out at New Bedford for a cruise will lend an old-time flavor to the celebration. Are the little bethels with their mournful memorial tablets to sons and husbands lost in the North seas still standing, or any of the 'Try-Pot inns, at which whalingmen ashore found a secure haven between their three years' cruises?

Nantucket sent out the first American whalers, soon losing its prestige to New Bedford, which for a century was the world's great whaling port. Ten years before the Rockefellers were beginning the business which was to end the whalers' usefulness that industry gave employment to 750 vessels, valued at \$20,000,000, and carrying crews numbering 18,000. The yearly harvest of whales yielded \$7,000,000. What nation has had a harder seafaring race? "Not a sea but was vexed by their fisheries." In their pursuit of the whale they rounded Cape Horn as if it were Montauk point and explored the Pacific to northern latitudes.

Does not the Columbia River perpetuate the name of an adventurous Boston sea captain's boat? Some of the spirit of a Frobisher or a Captain Cook lived again in the God-fearing Quaker whaling masters of Nantucket and New Bedford.—New York World.

COST OF YACHTS.

Twenty-five dollars an hour seems a big amount to pay for one's pleasure, but with the millionaire expense is of no consideration where his comfort is concerned. He has taken to yachts with a zeal that is increasing every year, and his floating home is a marvel of beauty—his "supreme luxury," as it is well styled by Captain James Colling Summers in an article in the current Broadway Magazine.

There are registered in the United States, says Captain Summers, over 1200 sea-going steam yachts, representing approximately \$60,000,000. Of these more than 300 fly the flag of the New York Yacht Club. Others steam under the colors of the Corinthian Yacht Club of Marblehead or the Atlantic Yacht or smaller clubs. There are more steam yachts registered in this country than in England or France or Germany.

Probably not one of the dozen big steam yachts in the New York Yacht Club fleet

cost to build and equip less than half a million. But the cost of maintenance is quite another story. No one knows, of course, just how much it costs Mr. Morgan to keep the Corsair going. But if such a yacht, for example, carrying a crew of sixty men, is kept in commission for six months out of the twelve, the payroll will run close to \$30,000. To feed the crew, to pay the coal and oil, for docking and other such necessary expenses, will call for an expenditure of from \$30,000 to \$50,000 or more. Then there is the expense of entertaining the owner, his family and his guests on cruise, a matter of \$20,000, bringing the total cost per season very near the hundred thousand mark. Never in all history was another such costly and luxurious vehicle. Any one of a dozen American yachts now skimming the seven seas is costing its owner from \$15,000 to \$20,000 a month. This means an outlay running from \$500 to \$700 a day, or approximately \$25 an hour. If the owner is entertaining a party of eight persons on a foreign cruise, exactly \$70 a day, or \$5600 for the cruise is spent on each individual guest.

MAGNETIC VESSELS.

An interesting paper was recently read on the "Magnetic Character of Vessels," by Captain W. Bartling, I. N. R., before the Northeast Coast Institution of Engineers and Shipbuilders. The first portion of it dealt with some experiments carried out during the construction of the steamship Thue-ringen at the works of the Weser Shipbuilding Company, of Bremen, says the Engineer. The first observation, which was taken ten weeks after the double bottom was built and riveted, showed the polaric power of the ship to be 25 per cent. A month later, when more material had been built in, the induction had advanced to about 34 per cent., and so on, until when the vessel was ready for launching she was a magnet of considerable power, having about 57 per cent of the horizontal magnetic power of the earth. Then, when launched, the vessel was swung into a position very nearly diametrically opposite to that in which she was built. The result was that the magnetic power decreased from day to day—considerably quicker, it may be mentioned, than it had grown—until, after 20 days, it was only 15 per cent. of the earth's power. As a consequence of this, the standard compass on the flying bridge went to sea without a compensating magnet, and the steering compass, which was also on the flying bridge, only needed one compensating magnet. It is interesting to compare these results with those obtained with a sister vessel. When launched the magnetic conditions of the second vessel were found to be practically the same as those of the first. The vessel, however, was not swung, and her head during completion pointed in exactly the same direction as during building. The magnetic power continually increased, and finally reached a value of 68 per cent. of the earth's power. Consequently, no less than seven compensating magnets were required in the compass, this, of course, impairing its efficiency.

ENCROACHMENTS OF THE SEA.

Now that a Royal Commission on Coast Erosion is trying to find some way to save enough of England from the waves to supply a site for the headquarters from which to govern the rest of the British Empire, it may be remarked without any appearance of seeking to bear seaside real estate that the final revisions of geography were not made by the great cataclysms of the remote past. The hungry sea, forever gnawing at its coasts, is working changes in continents and islands which, measured by geological standards, are rapid.

If processes now active should be continued uninterruptedly the time is near at hand, by the geological calendar, when some extraordinary transformations will have been wrought on the face of the earth. If it were possible for mortal perception to penetrate the future perhaps steamships might be seen plowing the waters over the very spots where Galveston, New Orleans, Savannah and Charleston now stand on their way to wharves far inland from the present coast line. Perhaps the long swell of the ocean might be seen rolling across what are now Long Island and Manhattan Island to break upon the Palisades. Perhaps Holland might once more form a part of the floor of the North Sea. Berlin and Paris might be the chief seaports of Germany and France instead of Hamburg and Havre, long since submerged.

This is not a prophecy, nor are the possibilities outlined so preposterous as at first glance they might appear. Many more marvelous metamorphoses have taken place in this hoary old world since it first began its circuit round the sun. Plato tells a story which is corroborated by a vast amount of circumstantial evidence at least as worthy of credence as expert medical testimony at a murder trial, of an island continent in the ocean off the entrance to the Mediterranean which was the cradle of civilization. Its people were the conquerors of Europe and Egypt, the colonizers of the Americas, the progenitors of the Moundbuilders and the Aztecs. This island, which Plato calls Atlantis, with all its inhabitants, was swallowed by the sea at a single gulp in one dread day and night.

An article which relates some extraordinary facts follows, in which the writer tells of efforts being made for the prevention of the sea's ravages. It is well illustrated with photographs.—Charles Frederick Carter, in Technical World Magazine.

A Para journal reports that the North of Brazil Railroad Company has contracted for the importation of 1,800 Chinese coolies for work on the railroad from Alcobaca to Praira da Rainha. The coolies are said to come from the Foo Chow district.

British manufacturers are discussing the advisability of establishing an industrial bank, one of the conditions of foreign loans to be that a part of the money shall be spent in England, as a means of advancing the interests of industrial enterprises.

Home News.

The Cliff House, at San Francisco, was destroyed by fire on September 7.

Robert Allan Pinkerton, of the Pinkerton Detective Agency, left an estate amounting to \$3,000,000. His will gives it to his wife and children.

Attorney-General Bonaparte, in an address before the National Prison Congress at Chicago, Ill., on September 18, advocated the death penalty for habitual criminals.

Ninety-five million bushels of wheat is the official estimate of the 1907 crop in Canada's three great wheat-growing provinces of Manitoba, Saskatchewan and Alberta.

Judges Wilson and Audenreid, in the Common Pleas Court at Philadelphia, Pa., declared unconstitutional the Two-Cent Railroad Fare law passed by the last Legislature.

The Panama Canal has cost America \$84,449,000 up to December 31, 1906, according to a statement of the audit expenditures made as of that date and just published.

A dispatch to the Chicago Tribune from Fort Wayne, Ind., says the first snowstorm of the season occurred there on September 10. The flurries lasted for five or ten minutes.

Kansas politicians are strongly of the opinion that Governor Hoch will call a special session of the Legislature if the railroads persist in their determination to ignore the Two-Cent Fare order.

Director North of the Census Bureau has been advised that the final figures for the new State of Oklahoma show a total population of 1,414,042. Oklahoma has 721,141 inhabitants and Indian Territory 692,901.

It is reported that President Roosevelt is considering the advisability of the creation of a new Cabinet portfolio to handle transportation matters now devolving on the Interstate Commerce Commission.

The Coroner's jury at Quebec, on September 12, rendered a verdict that it could not state the real cause of the fall of the Quebec bridge, but declared that, according to the evidence adduced, all necessary precautions were taken.

A \$100,000 shortage has been discovered in the accounts of the State Tax Commissioner of New Orleans, La., and the police are searching for Charles E. Letten, chief clerk in the Tax Collector's office, who is charged with the defalcation.

At a special meeting of the Chicago City Council on September 12 it was decided by a vote of 46 to 4 to allow the Chicago Railways Company an extension of 140 days in which to accept its street-railway ordinance passed several months ago.

Lucy Page Gaster, of Chicago, President of the National Anti-Cigarette League, has gone to New York to organize a local branch of the League and the first move in her campaign will be to call on E. H. Harriman in an attempt to induce him to suppress smoking in his boys' club.

Representative J. W. Weeks, of Massachusetts, says that he favors any plan to get rid of the Philippines, but he also believes in having a big enough navy to whip those countries which, for commercial reasons or territorial position, we would be compelled to fight. He mentions Germany and Japan, he says, because we are likely to have trouble with those countries.

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Pacific Coast Marine.

The British bark *Mozambique*, seventy days overdue from Newcastle-on-Tyne for Tacoma, passed in by Tatoosh Island on September 17.

The American ship *John Currier*, which was reported ashore at Nelson's Lagoon, Alaska, has become a total wreck and the 30,000 cases of salmon which she had on board have been lost.

E. W. Newhall has filed a libel against the British ship *Wray Castle* for \$718 at San Francisco. It is alleged that a cargo brought to San Francisco by the vessel was damaged owing to improper handling and seamanship.

The new steel steamer *St. Helens*, built by Harlan & Hollingsworth, of Wilmington, Del., for the Pacific Coast lumber trade, sailed from Philadelphia, Pa., on September 12 for San Francisco, after taking on 5000 tons of coal for Pacific Coast parties.

Captain Nopander has taken command of the Pacific Coast Steamship Company's freighter *Meteor*, running between Seattle and San Francisco, Captain Wright, former commander of the steamer under the Globe Navigation Company, having resigned.

The overdue British ship *Leicester Castle*, whose passage from Salina Cruz to Adelaide, South Australia, has been so protracted that she was quoted for reinsurance at 10 per cent, has arrived at her destination. The passage of the *Leicester Castle* occupied 164 days.

The overdue British bark *Mozambique*, which occupied 196 days on the passage from Newcastle, England, to Portland, Ore., has arrived at the latter port. The *Mozambique* for some time has figured in the overdue list, and was quoted at a premium of 8 per cent for reinsurance.

The American ship *William P. Frye* arrived at San Francisco on September 18, 139 days from Baltimore, and reported a very rough passage while rounding the Horn. The *Frye* also had a narrow escape from collision with an unknown ship at night in a gale off Cape Horn.

The *Spreckels* tug *Dauntless* returned to San Francisco on September 20 from San Diego, after having towed the largest log raft ever built from Astoria to San Diego. The raft contained 11,000,000 feet of lumber. The *Dauntless* has made three similar tows within the last few months without mishap.

The Alaska Pacific Steamship Company's steamers *Watson* and *Buckman* are to be equipped with wireless telegraph apparatus within the next thirty days. H. F. Alexander, President of the company, is in San Francisco arranging for the work and for other improvements to both steamers.

The wireless station at Point Loma, Cal., was in communication on September 16 with the United States cruiser *Milwaukee*, which passed the harbor 200 miles out at sea on her way from Panama to San Francisco. At the former place the cruiser *Alabama* relieved the *Milwaukee* just before the latter left for the North.

The new steam-schooner *Sybil Marston*, recently built at Boole's Ways, Oakland, went on her trial trip around San Francisco Bay on September 14. The *Marston* will be under the management of Escher, Minor & Co., who, with W. A. Boole, own a controlling interest in the craft. She has the distinction of being the largest steam-schooner built at Boole's.

The following changes of shipmasters were announced at San Francisco on September 16: Captain George E. Bridgett, steamer *Asuncion*, vice Captain John McKellar; Captain A. Donaldson, steamer *Carmel*, vice Captain T. H. Corning; Captain R. Dickson, steamer *Lansing*, vice Captain R. Salvesson; Captain J. H. Cunningham, steamer *Leader*, vice Captain B. J. Benson.

The following changes of shipmasters were announced at San Francisco on September 19: Steamer *Del Norte*, Captain J. A. Sanford, vice A. H. Sears; steamer *Phoenix*, Captain John P. Fagerstrom, vice Captain Henry G. Hansen; steamer *Sea Foam*, Captain H. G. Hansen, vice Captain F. Millet; steamer *Acme*, Captain F. Miller, vice Captain J. G. Halvig.

Puget Sound shipping men say that the new siren placed by the Government at Tatoosh, Wash., is practically useless and the aids to navigation thus far provided have added nothing to the safety of the entrance to the Straits. Upon this showing shipping men will renew their fight for a lightship to be anchored on Swiftsure Bank, directly in front of the entrance to the Straits.

The Russo-Chinese Company, which maintains a line of steamships between Odessa and Vladivostok via India, will in the near future inaugurate a line between San Francisco and Nikolaievsk, which will be made the connecting link between the Transsiberian and Amur Railway and the United States roads. Orders for new vessels have been given and some already are under construction.

Word has reached the Department of Justice that money has been procured from Japan to pay the fines imposed on the master and members of the crew of the Japanese schooner *Nippo*, who were convicted of sealing within the three-mile limit and fined from \$200 to \$500 each. The men will be discharged. This will leave three

members of the crew of the Japanese schooner *Kaiwo* similarly fined.

The subscription for the purchase of a gold service for the United States cruiser *California* has been started with a check for \$500 from a prominent Californian. The committee which is collecting funds for the service for the warship has decided to present the *California* with a golden service instead of silver, because of the fact that *California* has always been known to the world as the Golden State.

Officers of the Department of Commerce and Labor made inspections of the various gasoline launches on San Francisco Bay on September 18. In several cases it was found that adequate life-saving appliances were not provided. It is the intention of the officers of the Department to insist upon adequate provision being made for the safety of those using the launches, and to this end the regulations will be strictly enforced.

In a suit before Judge Seawell, of San Francisco, a judgment was entered on September 18 for \$90,732.40 against the Barneson-Hibberd Company of that city. This judgment was rendered in favor of Gregory B. Drisen and H. Zuckerman, residents of Vladivostok, Siberia. The suit was brought to obtain damages suffered by the Russians for the failure of local people to deliver a cargo of goods purchased at a cost of more than \$172,000, upon which they had paid the sum of \$30,000.

Captain Christensen, of the barkentine *Irmgard*, reports that on his last passage to Honolulu, T. H., when three days out, he encountered a strong current from the south, which increased in strength right up to Oahu and was so strong as to carry him thirty-three miles to the northward out of his course in one day. He believes it is the same current the Manchuria encountered a year ago, which carried her on the Walmanalo reef. This would indicate that the current is a periodical one with annual periods.

The Federal Government is going after the owners of motor-boats who disregard the navigation laws relative to lights, life-preservers and other details. Supervising Inspector Birmingham, of San Francisco, on September 18 received the following letter from the Inspector-General at Washington: "Furnish this office as soon as possible the name and tonnage of each motor vessel carrying passengers for hire operating in all your local districts, names of persons in charge, whether they are properly licensed, and if the law regarding lights, whistles, boats and life-preservers is being fully observed. Furnish Collectors of Customs for the several districts involved with a copy of your report to this office."

The new steamer *Olsen & Mahoney*, recently built at Wilmington, Del., for Olsen & Mahoney of San Francisco, has just started on her long voyage from Baltimore to San Francisco by way of Magellan Straits with a cargo of 2000 tons of coal. The *Olsen & Mahoney* is built of steel. She is 224 feet long, forty-one feet beam and twenty feet in depth. She is fitted with triple expansion engines and Scotch boilers. In addition to her other equipment, she has the very latest towing machinery. The *Olsen & Mahoney* is of 1497 tons gross and 779 tons net measurement. She has a carrying capacity of one million and a half feet of lumber. Captain H. T. Payne, late of the steam-schooner *Del Norte*, is in command of the new craft.

Following is the reinsurance list, as posted at San Francisco on September 20: Ship *Guiana*, 186 days from Mobile for Bahia Blanca, 90 per cent; ship *Cressington*, 175 days from Iquique for Falmouth, 6 per cent; Celtic Chief, 155 days from Hamburg for Honolulu, 8 per cent; La Tour d'Auvergne, 111 days from Rochester for San Francisco, 8 per cent; Rochambeau, 165 days from Rochester for San Francisco, 8 per cent; Medea, 202 days from Stettin for San Francisco, 26 per cent; Jessomene, 162 days from Wallaroo for Falmouth, 11 per cent; Raiore, 132 days from London for San Francisco, 6 per cent; Simla, 150 days from Port Pirie for Falmouth, 21 per cent; Inverlyon, 134 days from Wallaroo for Falmouth, 6 per cent; Haddon Hall, 140 days from Geelong for Falmouth, 6 per cent; Craigisla, 106 days from Newcastle, Australia, for Mollendo, 10 per cent; Kenilworth, at Rio Janeiro for San Francisco, 11 per cent; Silberhorn, 100 days from Newcastle, Australia, for Pisagua, 10 per cent; Louisa, 103 days from Bremen for San Francisco, 11 per cent.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
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WEDNESDAY, SEPTEMBER 25, 1907.

A LEGAL-AIDER AT SEA.

The Legal Aid Society, of New York City, is a body formed for the ostensible purpose of aiding seamen to secure redress in the courts. One would naturally suppose that the relations existing between such a body and the seamen's unions would be at least friendly, if not actually confidential. Such is not the fact, however, if we may judge by the sentiments expressed by the Legal Aid Society itself, through one of its assumed spokesmen. The gentleman in question, a Mr. Von Briesen, who signs himself President of the Legal Aid Society, has written a letter to a correspondent in Portland, Or., from which we cull the following:

We understand that a so-called "sailor's union" stands for corruption along the west shore of our country, and we know it has fought us tooth and nail in the matter of getting these laws passed. Now that they are passed we hope that through your assistance and that of such eminent gentlemen as Circuit Judge Gilbert and State Court Judges Sears and Gantenbein much good may come to the sailors and shipping in Portland. Here in New York, while the "crimps" were at their best, the regular tax for stealing a sailor from an incoming ship and selling him to an outgoing ship was \$20 per head. By this tax these rascals derived an income of \$5,000,000 a year on 250,000 sailors whom they annually disposed of, and this tax naturally came upon the commerce of the country burdening it. I understand that in Portland the head tax levied by these "crimps" is \$300.

Here we have a more or less direct charge of corruption against the Sailors' Union of the Pacific. It would be interesting to learn whence Mr. Von Briesen derives his "understanding" on the subject. Taking into consideration the entire production of the gentleman, it would be interesting to learn whence the gentleman derives his authority to speak on the subject at all. Certainly that authority does not rest in any knowledge of the subject. Mr. Von Briesen's allusion to certain laws passed at the instance of the Legal Aid Society, and which the "so-called sailors' union" is charged with having fought "tooth and nail," presumably refers to the so-called Anti-Shanghaiing bill enacted by the last Congress. It need simply be said that the attitude of the organized seamen toward that measure was one, not of opposition but of helpfulness. The seamen merely insisted that

the bill should be so framed as to effect its avowed purpose of restraining the crimps, without at the same time injuring the seamen themselves. That's all. If the Legal Aid Society can find in the seamen's attitude anything conflicting with its own objects, it is entitled to make the most of it. It is the common experience of the seamen that the legislation proposed for the seamen's benefit by bodies claiming particular concern for their welfare is just as likely to be injurious as beneficial. This fact occasionally brings the seamen into unpleasant contact with their "friends," hence the charges of "corruption" made by the latter. Apparently the seamen, if they would retain the good opinion of their self-styled benefactors, must be willing to shut their eyes and open their mouths whenever any legislation is proposed in their behalf. It might as well be understood that the seamen decline to longer act the baby, content to take their chances of getting a dose of medicine or a bit of candy at the hands of their guardians. This attitude on the part of the seamen is justified not only by common sense, but by long experience. It is notorious that much, if not most, of the unjust legislation affecting seamen has been passed under the assumption—honest enough, so far as many of the men responsible for it are concerned—that it was designed for the seamen's benefit. The Legal Aid Society and all other societies must reconcile themselves to the certainty of opposition by the seamen to all measures that are not beneficial in fact as well as in name. If that be corruption, make the most of it!

The charge made by the Legal Aid Society, through its President, that the "so-called sailors' union stands for corruption" is very well answered in the following, from the Portland (Or.) Labor Press:

Upon what grounds does the President of the New York Legal Aid Society—Mr. Von Briesen—found his conclusions that the Sailors' Union of the Pacific is supposed to stand for corruption on this Coast?

There is a story in one of the Portland dailies to the effect that Mr. McCann, a lawyer practicing his profession in this city, has conceived the idea of organizing a Legal Aid Society in Portland, and in seeking information pertaining to the plan of organization, he wrote the President of the New York Society of the same character and received in answer much data relative to the crimping system carried on in many seaports in this country and especially in Portland.

As an item of information, Mr. Von Briesen volunteers the statement: "We understand a so-called sailors' union stands for corruption along the west shore of our country."

While the accusation is not direct, it is of such a character as to justify our challenging the author to make good his hint that the Sailors' Union of the Pacific stands for corruption.

We are satisfied that the insinuation is too mean, scurrilous and unwarranted to be for a moment entertained as truth by any reasonably intelligent man or woman, yet we would like to have Mr. Von Briesen give some basis for his false insinuation against the character of honest, upright citizens of the Pacific Coast.

The Sailors' Union of the Pacific is managed by reputable men of more than ordinary ability, and any insinuations to the contrary must be viewed as the result of either malice or ignorance.

In passing it may be pointed out that the statement of Mr. Von Briesen, that the crimps' charges fall upon the commerce of the country, burdening it, is contrary to the known facts. The facts, in brief, are that the "shipping-fees," "blood money" and other species of extortion practiced by the crimps fall upon the seamen; further, that the "commerce of the country," i. e., the shipowners of all nations, too often, indeed generally, connive at the robbery. It may be taken for granted that as soon as the "commerce of the country" makes up its mind to dispense with the services of the crimps, that class will have to "git" in quick order. The Legal Aid Society is barking up the wrong tree.

BEE DEMANDS EXCLUSION.

The Sacramento Bee, as usual, hits off the situation in its remarks upon certain foreign press comment upon the recent affair up North. Referring to the statement of the London Times, that the "riots" were inspired by dislike of the Asiatic "on account of his thrift and industry, quite as much as on account of the low wages for which he works," the Bee says:

But suppose that is true. Thrift and industry, joined to willingness to work for low wages, and a very low standard of living, are just what make it impossible for American labor to compete with Asiatics without a descent to the Asiatic scale of living.

This is the nub of the whole matter. If the Chinese, Japanese and Hindus had neither thrift nor industry, their competition would not concern American labor nor tend to reduce wages to a rice basis.

There are numerous reasons why coolie labor is not desirable in this country, but its cheapness is the most important, and it is sufficient. If there were but a few Orientals, even this would not much matter, but there are hundreds of millions living close to starvation, and if they were freely admitted and welcomed the United States and Canada would in a short period be overrun by them. Before many years half the population of California might be made up of Chinese, Japanese and Hindus. This result was threatened in the case of the Chinese alone, until restriction of immigration was secured, and later a stringent Exclusion law, which remains in force.

Unless diplomatic or other means be found for excluding Japanese labor, this country must sooner or later be under the necessity of passing some sort of Exclusion Act, which the approaching expiration of the existing treaty with Japan will leave Congress free to do.

We would simply add that, in our opinion, the time has already arrived for the passage of an Exclusion Act. Diplomacy has already failed, and failed miserably. Indeed, it would appear that the more diplomacy the more trouble. Let us have a settlement of the question by the only means available, namely, by the passage of an All-Asiatic Exclusion Act.

Several of the British self-governing colonies in Australasia have determined to keep out all forms of Asiatic cheap labor, and the problem thus created for the Imperial authorities is one for which the solution is yet to be found. The relations of the British Government and Japan, for instance, are inconsistent, to say the least, with the attitude of the Governments of New Zealand and Australia on the alien labor question, and more than one far-seeing statesman has predicted that the time will come when the English will regret the relations established by the alliance with Japan. Without discussing the rights or wrongs of the anti-foreign agitation which brought on the Vancouver outrage, or the economic wisdom of a policy that rejects needed labor, it may be remarked that the incidents of the last few days should promote a closer sympathy and a better understanding between London and Washington, and simplify the adjustment of the Hindu matter at Bellingham.

The foregoing, from the Philadelphia Public Ledger, is illustrative of the trend of thought created by the recent "riots" at Bellingham and Vancouver. It is natural, and in fact inevitable, that these incidents should "promote a closer sympathy and create a better understanding" between the authorities at London and Washington. In other words, the "riots" have demonstrated that the interests of the people of the Pacific Coast—the people at home—must be considered in any programme of foreign policy, and that whenever the latter conflicts with the former, the latter is bound to receive much the worse of the encounter.

Good morning, John Bull! Have you used Pears' soft soap on your ally? Or are you going to get down on your marrow-bones and apologize to the Japanese honorable government?

Demand the union label on all products.

Wellington (New Zealand), September 3.—The Court of Appeals has finally declared the strike of slaughter-house men and their sympathizers illegal. The workmen participating in it, the court holds, are violating the award of the Court of Arbitration and may be fined, and, in case of non-payment, may be imprisoned for a term not exceeding one year.—Press Dispatch.

Here we have compulsory arbitration in its ultimate form. Later advices inform us that the Labor Department paid the men's fines in order to save them from going to prison. This, of course, was very good of the Department, but it suggests the possibility that self-preservation may have dictated the policy of paying the fines—self-preservation of the Department, we mean. A term of actual imprisonment for violation of an award would probably prove the "last straw" in the case of compulsory arbitration, a case that is none too good as things now stand.

Referring to the troubles at Vancouver, B. C., the London Times says:

The rights of all men who visit British soil, whatever color or race, must be unflinchingly upheld by the whole authority of the local Government and the Imperial Crown.

Sounds big, doesn't it, especially the part about the "Imperial Crown." However, the Times knows well enough that in practice the Imperial Crown is merely the "British Public." The Times knows, too, that in a show-down the British Public will stand by its own kith and kin "across seas," as against any race on earth, and more especially against any Asiatic race. Needless to say, the Times also knows the kind of talk to pass out to the Japs for the purpose of satisfying their "honor."

The Commercial Telegraphers of the country, who have now been on strike for several weeks, report good prospects of a satisfactory ending, sooner or later. In view of the magnitude of the forces against which the Telegraphers are contending, a prompt and generous response should be made to their appeal for financial assistance. The purpose of the Western Union and Postal Telegraph companies is clear, namely, to destroy all possibility of organization among their employees. It is a cruel and barbarous struggle between the forces of monopoly on the one hand and the forces of human progress on the other. It is a safe prediction that the latter will win in the long run. Help shorten the run!

President Holland, of the National Letter-Carriers' Association, announced to the recent convention of that body that he would not be a candidate for re-election, on account of the attitude assumed toward him by the Postoffice Department. In other words, President Holland has been notified by the Department that he must either quit his "pernicious activity" in trying to secure legislation for the Letter-Carriers, or quit his job. President Holland has chosen the former horn of the dilemma. Thus Government by Executive Order scores another point. The Letter-Carriers must be taught to make their appeals to the proper authority, namely, to the authority they are appealing against!

Do your shopping early and give the Retail Clerks an opportunity to enjoy a fair measure of home life.

For union-label products consult the JOURNAL's ad columns.

Demand the union label on all products!

OUR "COMING OF AGE."

(Continued from Page 1.)

The first issues of the Journal were received with mixed feelings. The seamen were proud and enthusiastic; the seamen's friends were amused and skeptical; the seamen's enemies were openly contemptuous. These feelings were justified by the respective viewpoints of those who entertained them. To the seamen the Journal was a new weapon that added to their power and dignity among their fellows in other callings. To the seamen's friends the Journal appeared as a novel experiment, a species of plaything that might possibly instruct while it amused its projectors, a thing to be toyed with, broken, and cast aside. The views of the seamen's enemies were more pronounced. These classes had so long been accustomed to regard the seaman as utterly helpless that they looked upon his venture in journalism as not only an absurdity, but as a species of treason to his erstwhile masters. The crimps and others who flourished by preying upon the seaman looked upon the Journal as a hopeless enterprise, doomed to speedy failure.

The Journal's readers, among whom are many who joined the list of subscribers with the first issue, may bear witness to the soundness or otherwise of the views entertained toward the paper at the outset of its career. The Journal has now been issued regularly for twenty years, and with a constantly increasing support, both moral and financial. Throughout that period the Journal has participated actively in the public affairs of the country and of the world. Giving its attention primarily and mainly to the affairs of the seamen, it has voiced the wishes and enforced the demands of that craft in the homes of the people and in the halls of legislation. It is freely admitted by those most competent to speak that a goodly share of the credit for the achievements of the organized seamen in improved laws and better economic conditions is due to the educational work carried on by this paper. In turn, it remains to be said that the Journal's success in this connection is due to the system of management established at its birth. The men who have been successively entrusted with the conduct of the paper may have lacked in the literary knack, but they possessed a virtue that more than compensated for any failing in that regard; they spoke out of an abundance of experience of the subject with which they dealt and out of hearts entirely devoted to the cause in which they were enlisted, not as soldiers of fortune but as patriots.

In keeping with the original design, the Journal has devoted much space to the interests of the labor movement at large. As the official organ of the seafaring craft, the Journal has always striven to attain that highest ideal of unionism, namely, the advancement of particular craft interests by aiding in the advancement of all other craft interests. At all times the Journal has sought to avoid the advancement of the seamen's cause at the expense of any other class or of the public. Whatever the seamen have gained, either through the Journal or through their organization, has been net gain; that is, it has been gain to all legitimate interests, not merely a transfer of advantage from one hand or party to another.

It does not lie with the Journal to estimate how much of success or failure it has achieved in these twenty years. It can say, however, that it has conscientiously sought to deserve success, and that by the only means that make success worth seeking or gaining. The Journal has endeavored in all cases to find the truth of a given question, and having found it, to speak the truth; it has endeavored to keep its pages clean and presentable, both as to matter and make-up, to make them readable without descending to catch-penny; it has sought to be fair to all parties, to shipowners, legislators, statesmen and politicians, no less than to the seamen; it has sought, while demanding justice for the seamen and the workers in all other crafts, to grant justice to all other parties and interests. In short, the Journal has sought to rise to the best conception of a free and enlightened press, the ever-tireless and all-conquering champion of right and the deadly foe of wrong. If to seek these things be to succeed, the Journal may reasonably claim success.

With its "coming of age" the Journal renews its pledge to the principles upon which it was founded and thanks its friends—readers, contributors and advertisers—for the consideration which they have shown in the past, coupled with the hope that their numbers will increase and multiply. To that end the Journal will do its share, always endeavoring to carry its years, not only with the dignity of age but also with the confidence of youth, to grow younger in hopefulness as the period of realization draws nearer and nearer.

Whether or not the Pacific Coast Steamship Company shall put on a direct line of steamers between San Francisco and Alaskan ports will in a measure be decided at a mass meeting to be held at the San Francisco Chamber of Commerce. A call has been issued to shipping men, merchants and others interested to be present at that time and participate in the discussions following the announcement that the steamship company has submitted definite proposals to undertake the establishment of a regular service if enough support be forthcoming.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 23, 1907.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping fair. A donation of \$100 was made to the Commercial Telegraphers on strike. Chas. A. M. Bock, No. 985, was expelled from the Union.

NOTICE: Nominations for delegates to the convention of the International Seamen's Union of America will be made at the regular meetings held at Headquarters and Branches on September 30.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Sept. 16, 1907.

Shipping rather dull; prospects uncertain.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Sept. 16, 1907.

Shipping dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 16, 1907.

No meeting; no quorum; shipping fair; prospects uncertain; few members ashore.

W. MOLLER, Agent.
114 Quiney St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Sept. 16, 1907.

Shipping and prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Sept. 16, 1907.

No meeting; no quorum; shipping good.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 15, 1907.

No meeting; no quorum; shipping fair; prospects uncertain; men scarce.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 16, 1907.

Shipping fair; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Sept. 9, 1907.

Shipping improving.
J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 19, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping good. Resolution to purchase cemetery plot from the Mount Olivet Cemetery Association for the sum of \$2500 was carried.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Sept. 12, 1907.

Shipping medium; sailing vessels slow.
LEONARD NORKGAUER, Agent.

San Pedro Agency, Sept. 12, 1907.

No meeting; shipping good.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Sept. 16, 1907.

Situation unchanged.
V. A. OLANDER, Sec'y pro tem.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Sept. 7, 1907.

Shipping good.
R. H. WALKER, Secretary.
55 Main St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Sept. 11, 1907.

Shipping fair.
DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Sept. 10, 1907.

Situation fair.
H. P. GRIFFIN, Secretary.
42 South St.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



GROWTH OF LAKE SHIPS.

During a conversation a few days ago between Alfred Noble, the noted civil engineer, and a Detroit friend, the matter of the development of tonnage on the Lakes was discussed. The average tonnage of boats in commission on Lake Superior when the Weitzel lock was opened to navigation in 1881 was emphasized. The Detroit Free Press says: Afterward Mr. Noble prepared a list of the largest vessels built on the Lakes each year from 1876 to 1881, not including those lost during that period. The list follows:

Boat.	Built.	Class	Net R'g'ter.
Wissahickon	1876	Steamer	1,423
Marion W. Page...	1876	Schooner	749
Avon	1877	Steamer	1,538
Charles Foster....	1877	Schooner	997
Auburn	1878	Steamer	1,662
Delaware	1878	Steamer	1,526
Conestoga	1878	Steamer	1,562
Juniata	1878	Steamer	1,474
New York	1879	Steamer	1,751
Rome	1879	Steamer	1,721
Yonkers	1879	Steamer	1,571
John N. Glidden...	1879	Steamer	1,110
Rochester	1880	Steamer	2,046
Boston	1880	Steamer	1,669
Lehigh	1880	Steamer	1,503
Conemaugh	1880	Steamer	1,453
Lycoming	1880	Steamer	1,423
Progress	1880	Steamer	1,309
Hiaawatha	1880	Steamer	1,159
City of Rome	1881	Steamer	1,594
Tacoma	1881	Steamer	1,609
Clarion	1881	Steamer	1,513
John B. Lyon.....	1881	Steamer	1,330
Cumberland	1881	Steamer	1,280
Oceanica	1881	Steamer	1,241
Rufus P. Ranney..	1881	Steamer	1,169

NEW CANADIAN STEAMER.

The E. B. Osler, the new steamer launched recently at the Niagara yards of the Canadian Shipbuilding Company, is the largest freighter ever built there. This freighter is 510 feet over all, 500 feet keel, fifty-six feet beam and thirty-one feet deep, and is equipped with quadruple-expansion engines and Scotch boilers. Her construction is unusually stanch, having as much steel worked into her as is usually put into a 550-footer. She has a lower stringer five feet below the spar-deck, extending from the hatch opening to the ship's side, and a girder of that depth connecting the two stringers in line of hatches. The hatches are spaced 24-foot centers and are ten feet six inches wide, fore and aft. The steamer is built on the arch girder system, with arches every twelve feet. Her construction was superintended by Robert Curr, naval architect of Cleveland. The E. B. Osler is being built for the Chicago & St. Lawrence Steam Navigation Company of Toronto.

The steamer Jay C. Morse of the Pickands & Mather fleet, brought her maiden cargo of ore to Conneaut on September 13. The Morse is a beauty and her crew are well satisfied.

SMALL VESSELS SCARCE.

Captain W. C. Richardson has sold the wooden steamer Iroquois to the Montreal Transportation Company limited, of Montreal. The price was not given out. The Iroquois, which was turned over to her new owner at Windsor recently will be taken out of the general Lake trade. She will be operated in the coal trade between Oswego and Montreal.

The Iroquois was built in 1892 and was rebuilt in 1903. She is 242 feet keel and forty-one feet beam. Her carrying capacity is about 2,600 tons. Captain E. J. Burke, of Detroit, sailed her for a number of seasons.

A large number of small vessels have changed hands during the past year and about a dozen ships of that class left the Lakes during that time. The local boats that were taken to the coast this season were the steel steamers William Chisholm and J. H. Deveraux and the wooden steamer A. J. Lindsay.

Small carriers are getting scarce on the Lakes. No boats of that class have been built for a number of years and at times the shippers have trouble moving small cargoes. Before the strike of the dock-workers and the miners at the Head of Lake Superior the coal shippers had to pay an advance of 10 cents over the contract figures on small cargoes to some ports. At the present time there is a liberal supply of big tonnage, but vessels of the 2,000 and 3,000-ton class are not very plentiful.

PROSPECTIVE FREIGHT RECORD.

Notwithstanding the unusually late opening of navigation and the decided falling off in Lake commerce during July in consequence of the strike of ore handlers and miners at the head of Lake Superior there is reason to believe that after all the stupendous amount of 60,000,000 net tons of freight will be transported through the St. Marys ship canals this season. Last year the traffic through this waterway connecting Lake Superior and Huron reached the record breaking figures of 51,751,080 tons. This season the movement of freight fell off a million and a half in April, the canals not opening until the twenty-second of that month, and because of the Mesaba Range strike troubles there was a further large decrease in July. In May, however, all past records were broken with a traffic of 7,884,265 tons, and in June this was exceeded by a movement of 8,865,442 tons. Now, with the August commerce of 8,554,833 tons, the total for the season is well above the 30,000,000 ton mark, and there is little question that for the three and one-half months remaining of interlake navigation approximately 29,000,000 net tons of freight will be moved through the canals.

The Canadian Lake line has purchased two more new steamers at Glasgow, Scotland, and they are expected to arrive in this country this fall. They are both of steel construction, and of full canal size. They will touch at Cleveland on their trips to and from Montreal.

LAKES TO THE GULF.

The Lakes-to-Gulf Waterways Commission will soon meet at Memphis, Tenn. President Roosevelt and the Governors of about twenty States will also meet with them, and the plans for a Lakes-to-Gulf waterway will be thoroughly discussed. The plan, according to dispatches in the Cleveland press, is to create a channel for deep draft vessels from New York to New Orleans, via Chicago. The route would be New York to Albany, via Hudson River, the Erie Canal to the Lakes, a canal through Michigan, from a point below Detroit to Lake Michigan, thence by way of the Chicago Drainage Canal to the Mississippi River. Looks pretty good, does it not? The hardest part of this route is the Mississippi River end of it. A line of dredges from St. Louis to New Orleans could not keep that old river in good behavior, and millions, and billions, of dollars will be spent before a deep water vessel ever takes that little trip.

W. H. JENKINS.

Conneaut, O.

WORKING ON NEW DOCK.

The new coal dock now being constructed by the Missabe road at Duluth will be one of the best at the Head of the Lakes. It will be equipped with the most modern unloading machinery and with an automatic dumping car for fueling vessels when required.

The dock is 603 feet wide (outside measurement) and 1,800 feet in depth, extending from the shore just east of the Missabe ore docks clear to the harbor line of the north channel of St. Louis Bay.

It will be solidly filled in with sand, washed in by hydraulic pumps, and the faces of the dock will be concrete, resting on cribs in like manner to the Duluth piers. The superstructure will be entirely of steel, and work on both this and the concrete is under way. The channels around the docks will be dredged to twenty-two feet so that the modern 10,000-ton freighter will have no difficulty in discharging her cargo.

THE WILTPEN'S MUSIC BOX.

Captain Harry C. McCallum, the Assistant Inspector of Steamboats at Detroit, tells the following story on the electric piano which is installed on the new freighter Wiltpen, owned by the Shenango Steamship Company, of Pittsburg:

"The organ," says the Inspector, "was placed on the boat for the joint amusement of passengers and the crew.

"The other evening while one of the men was changing a selection the machine broke down. The men tried to repair it, and, failing, reported the accident to the captain.

"'Cap,' said the man, 'dat box of melody is on de bum and won't go.'

"'All right,' replied the captain, 'I'll speak to the engineer and have him fix it.'"

Demand the union label on all products.

MARINE ITEMS.

A 75-foot signaling station has been installed near the entrance of Buffalo harbor and will give storm warnings by day and night.

Lake captains arriving at Cleveland from the Head of the Lakes say that the work on the new Reading dock at Superior is progressing rapidly. The cribs will be put in place in a few weeks. The Berwind-White Coal Company's new dock, which was opened recently, is not completed yet, and will not be for a few weeks. It is one of the largest on the Lakes.

The old tug and excursion steamer Carrington sank on August 23 in Lake Superior. Captain Frechette was bringing her back from Ashland, when she began leaking badly. The pumps were worked in vain, and, hailing the steamer Frederick R. Wells, Captain Frechette put his men on board. In a few minutes the abandoned Carrington went to the bottom.

The steamer Corunna, which arrived on the Lakes from Europe a few weeks ago, reached Cleveland recently for the first time. She is one of three steamers recently bought on the other side for the Canadian Lake Company, for which Captain Phillpott has the agency at Cleveland. The Corunna is a stanch craft, fitted out with modern accommodations and equipment for passenger traffic.

The owners of the steamer Maryland have filed a libel against the steamer Tuscarora for \$57,000 for damages at Detroit. The steamers were in collision in the St. Clair River about a month ago and both boats were badly damaged. Repairs on the Maryland have just been completed. The Maryland is owned by the Valley Transit Company of Milwaukee. The Lehigh Valley Transit Company of Buffalo owns the Tuscarora.

The Salt Lake City is building for W. A. and Capt. Arthur H. Hawgood, of Cleveland. She is 552 feet over all, 532 feet keel, 56 feet beam and 31 feet deep. The new boat will have triple expansion engines, with cylinders 23½, 38 and 63 inches, with 42-inch stroke. Steam will be furnished by two Scotch boilers 14½ feet in diameter and 11½ feet long. The boilers, which will be allowed 180 pounds of steam, will be fitted with the Ellis & Eaves draft.

Word comes from Green Bay that the sailors of the Evelyn, an old steamer plying between Oshkosh and Green Bay, have deserted her, fearing that there is a ghost on board. They have circulated this story far and near and the captain is said to be having a hard time of it filling their places. The men say the ghost of a man who recently fell overboard from the steamer frequently has been seen pacing the deck at night. This is what caused the trouble.

The United States Steamboat Inspectors, who have been investigating the overturning of the tug Gee at Buffalo on August 21, report that no one is to blame for the affair. Inspectors Pope and Schumacher reviewed the testimony of Captain Thomas

Higgins and Thomas McMahon, the two survivors of the crew of the Gee, and as a result of their findings report: "There was no violation of the rules governing navigation, nor is there any evidence tending to place the responsibility for the accident upon any person."

According to a telegram received recently from Buffalo the new steamer W. M. Mills arrived there with a cargo of 12,000 tons of ore. This is the record, for the port of Buffalo, and the W. M. Mills carried it on her maiden trip. She left the Lorain yards of the American Shipbuilding Company two weeks ago and went up light on her first trip. The W. M. Mills belongs to the Western Transit Company, of North Tonawanda, with the William B. Kerr, the William A. Rogers and Le Grand S. DeGraff.

Demand the union label on all products

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

Robert Reesor, No. 5174, Lake Seamen's Union, is requested to communicate with G. O. Reesor, 103 Fuller street, Toronto, Canada.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
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MAGICAL GARY.

It is authoritatively announced that the United States Steel Corporation will invest additionally \$45,000,000 in the city of Gary. To those who do not know that Gary is a creation of that great steel corporation, designed as a home for an immense steel-producing plant, the foregoing sentence is not intelligible. This city, which is a consequence of these works, is built on a large tract of land on the shore of Lake Michigan, in Indiana, across the lake from the city of Chicago. In the works men by the tens of thousands are to be employed.

The city is intended to accommodate a population of 300,000. Without its building there would not be sufficient accommodations for the men employed in the works and for their families. So, with the wave of a wand the magic of which is abundant capital, a great city is brought into being. Work was begun two years ago. To-day what was then an arid sand plain bears a large city. Broadway, the chief thoroughfare, has been constructed to its length of three miles. For two miles it now has pavements and sidewalks of concrete, and for that distance is lined by blocks of business buildings ready for the dealers. By October 1 a sufficient number of the houses will be completed in the residence districts to shelter 50,000 people. The sewerage, gas, electric and water systems are ready for use. And now, at this stage of development, the corporation finds that it must appropriate \$45,000,000 more than its first investment of \$75,000,000, to be used in widening the scope of its steel plant.

There are other communities of a population of 300,000 and larger, indeed; but all of them are of natural growth and development. Never before in the history of city building has a city even approaching this population sprung into existence, as it were, overnight as has Gary. When it begins its municipal life it will do so on equal terms in all its equipments with those which have taken a hundred years in which to grow. It is, indeed, the marvel of the day.

It seems to be customary to call this a model city. In the term is suggested that new and advanced theories of sociology will be applied. There have been such cities builded, and Pullman is a notable instance. Success has not attended them. There is no intention on the part of the steel corporation to make the city of Gary a model city in that sense. It will have a charter as other cities have. A municipal government will be established as in other cities. It will have its own self-government, and it must work out its own destiny, as other cities have—as Steelton, in Pennsylvania, the home of the Pennsylvania Steel Works, which it resembles except in size, has done. A few years ago the Mayor of Steelton was a roller man in the works. A majority of the directors of the various banks were employes of the mills. The property of the city was, in the main, possessed by the employes. And they were all independent of the steel works. These conditions yet obtain. The expectancy of the great steel corporation is that similar conditions will obtain in Gary. That corporation wanted great works at that point. Its tens of thousands that would be employed must be housed, with their families. Hence the city of Gary. The corporation gives to it a fair start, and will sell its

residential and commercial property willingly to those who will buy. It does not intend to assume paternalism.

It is a large-minded enterprise, which is not to be conducted in antagonism to American principles or to the American philosophy of development. It was a marvelous conception, and has been carried to fruition with marvelous celerity.—Brooklyn Eagle.

RICHEST GOLD CAMP.

The official figures just received from Johannesburg show that the gold output in the Rand district in the Transvaal field in South Africa was about \$55,000,000 for the five months of 1907 covered by the report. It amounted to \$120,000,000 for 1906. At the rate of production which has been shown from the beginning of January to the end of May this year the yield for the twelve months of 1907 will be considerably greater than that of 1906, which was \$20,000,000 above that of 1905, and the 1905 output broke all records up to its time.

But the labor question here intrudes itself. The Campbell-Bannerman Ministry of England has prevented the further importation of Chinese coolies, who did most of the work in the Rand mines, and it has decided to send back to their own country the 16,000 Chinese mine workers who are already in the Rand. This makes the situation for the mine owners rather dark. They were forced to go to China for laborers by the fact that none were to be had at home. Whites refused to do the work, and the native blacks could not be obtained in sufficient numbers. There is a possibility, therefore, that the continuous gold increase of the past few years will now be checked for a time, although it seems likely, on account of the start which was obtained early in the year, that 1907 will pass the big record which was made by 1906.

The world has an interest in those labor troubles to the Rand. If the world's richest gold camp should diminish its output the effect would be felt in the money market everywhere. The United States will be second on the roll of gold producers in 1907, as it was in 1906, but the United States' yield will probably not go much above \$100,000,000 this year. The big increase in annual gold production is one of the causes of the business expansion and the high prices of labor and commodities in recent years. A drop in production in the Transvaal would have to be serious to make the world's annual yield shrink, for Australia and one or two other countries as well as the United States are increasing their output. The world's business, however, calls for a continuous increase in the gold yield, and this fact makes the Rand situation interesting to every great commercial country.—St. Louis Globe-Democrat.

Native Chinese papers state that the Chinese press will in future be controlled by the Ministry of Posts and Communications. The following new laws are proposed: The press shall not be permitted to attack either the Government or the administration. Nothing in the nature of a personal attack shall be published, nor shall any secret document of the Government be inserted. These laws will be put in operation after the advice of the Ministers has been secured.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Dietrich Doerflin, born 1861, is inquired for by the German Consul at San Francisco, Cal.

Ludwig Luhrs, a native of Altona, Germany, is inquired for by the German Consul at San Francisco, Cal.

August Ferdinand Johansen is inquired for by his brother, Otto Wilhelm Johansen. Address British ship Craighall, Newcastle, N. S. W.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

GROWTH OF POPULATIONS.

The new issue of the German Statistical Year Book gives an interesting survey of the increase of population in most countries on earth. This array of figures deserves close attention on political, military and social grounds. But in comparing the different countries it is necessary to keep in mind that there is natural difference in the increase of population between thinly peopled districts and countries already well filled up. In the former case there is greater potentiality and probability of increase, because there is more room for newcomers who wish to profit by the chances of first occupation.

There are many instances from which this essential difference may be made obvious. In the United States the most densely populated divisions of the Atlantic Coast and of the center we find an average yearly increase of from 1.6 to 1.9 per cent, while in the Southern and Western States the increase goes up to 2.3 and 2.7 per cent respectively. By the way, we notice that as a whole the United States may still boast of a considerably higher increase than the large countries of Europe; but if we take into consideration that in the last years the influx of foreign immigrants accounts for more than 1 per cent of the yearly increase of the population, the total average of 1.89 per cent does not strike us as very impressive, especially if we consider that the great transatlantic Republic, with a density of only a little over eight persons per square kilometer, is in this respect so much left behind by the European great powers. The same proportion between density and increase of population may be, with even more striking force, deduced from the figures given for the Australian continent. There we find in the most thinly populated colony of Western Australia the high annual increase of 11½ per cent, while in the most closely populated colony of Victoria the increase amounted to only ½ per cent annually. The same rule is borne out by a comparison of the various states of South America, where the thinly populated Argentine Republic shows the largest increase, namely, 3 per cent per year. If the economic prosperity of this country like that of Australia keeps up its present growth it may be safely predicted from the figures at hand that the increase of population in these thinly peopled parts of the world is bound to show in future a much more rapid development than even in the first few years of the last century.

Where a considerable increase of population goes together with an already high degree of density, we are safe in drawing the inference that the national wealth and the political state of the country must be in a most satisfactory condition. Such benighted countries are, as these statistics indicate, the United Kingdom and the Empire of Germany. Despite her enormous superiority in the density of population, Germany, with a yearly increase of 11.9 per cent, follows close upon the heels of the United States, the Argentine Republic and Australia. This is all the more remarkable because in Germany's case there is no excess of immigrants over emigrants, so that the whole increase has merely natural causes, that is, the excess of births over deaths. Not quite so large is the increase

of population in England; but if we consider that the density of population of England is nearly double that of Germany (215 against 112 people per square kilometer), we are bound to estimate the annual increase of the English nation as extremely large. A depressing contrast to that bright statistical aspect is offered by Ireland, as the only country of Europe where, despite a thin population, a decrease of one-half per cent is noticeable.

This unfavorable development of Ireland may be a slight consolation for France by way of comparison, for the increase of population in this large and fertile country is quite insignificant. It amounted, according to the last census, to only .15 per cent, so that, with the exception of Ireland, France is left behind by all other countries of Europe. All the more remarkable is this poor show, because the density of population in France is by no means considerable; it is by one-half lower than that of Germany and Italy and amounts only to one-third of that of England. France is already on the point that under the influence of unsanitary conditions the insignificant surplus may be changed into a loss of population. Political adventures that might cause a "bleeding cure" are, therefore, from statistical considerations, not recommendable for the French nation.—Continental Correspondence.

DWELLINGS IN BOHEMIA.

The Bohmische Sparkasse, the oldest, largest and wealthiest savings institution of Bohemia, has announced that on the occasion of the coming sixtieth jubilee of the Emperor's reign it will devote a sum of \$240,000 for the endowment of cheap cottages for workmen. Advantage will be taken of a bill which passed the Austrian Parliament on July 20, 1902, granting twenty-four years' exemption to such cottages or dwellings as are erected on open building ground or on an area of houses demolished to the ground, provided these cottages or dwellings are erected for the specific purpose of procuring cheap and healthy residences for laborers and employes of all kinds, and provided further that such dwellings come up to the sanitary requirements specified in the bill.

On April 11, 1906, the Diet of Bohemia also passed a bill granting to such dwellings a remission of the provincial and local taxes for the same term of years as fixed for the exemption for Imperial Government taxation. A local paper says that though the Imperial Government's bill has been in operation since 1902, nothing, or comparatively little, has been done for improving the dwellings of the laboring classes, thus furnishing a proof that in dealing with humanitarian problems simple legislation remains ineffectual without private co-operation. Commenting further upon this donation, the paper says that it bears the stamp of true American style, "endowments for great purposes." The initiative taken by the Bohmische Sparkasse is the more welcomed by the public as it is confidently believed that others may be induced to follow the example.

During 1906 immigrants to the number of 1,221 arrived in Chile, against 293 for 1905 and 4,000 for the first four months of 1907.

EARTHQUAKES AND VOLCANOES.

There is no foundation for the view generally held that great earthquakes are caused by volcanic eruptions, says Professor R. A. Gregory, writing in the London Sunday at Home. It is true that rumblings are heard and shocks felt before a volcano bursts into activity and during the subsequent eruption, owing to the subterranean explosions of the imprisoned water vapor and various gases, but though every active volcano gives spasmodic shocks, these movements are rarely felt over more than a limited area. On the other hand, the greatest earthquakes—those that shake the whole earth about fifty times every year, have their origin in regions where there are no volcanoes.

A volcano is a pin-prick in the earth's surface, and it serves to relieve the local pressure by permitting the escape of steam and molten rock; but an earthquake is produced in most cases by a sudden fracture of the solid substructure of a large region, and as the great mass of material slips into a new position, the shock causes the crust of the earth to shiver from pole to pole. These dislocations are naturally most frequent in regions where mountain ranges are apparently still being squeezed up—where rocky folds are still being bent into shape, as in the Himalayas, and off the west coasts of North and South America, and the North of Japan. Regions of greatest stability of the earth's crust are, in fact, found chiefly along the margins of continents or tablelands which rise suddenly to considerable heights above oceanic or other plains. Comparatively few earthquakes have their origin near to volcanoes, and the general belief that all great earthquakes are due to volcanic eruptions is not supported by evidence derived from observations.

Great fractures of the earth's structure seem, however, in some cases to be followed by increased volcanic activity, though little is yet known of the nature of this relationship. Professor John Milne has found that all known volcanic eruptions which have occurred in the Antilles, from the first which took place in 1692, have been heralded or closely accompanied by large earthquakes in that region, but more frequently by similar disturbances in neighboring rock-folds, particularly that of the Cordilleras of Central America. In April, 1902, a severe earthquake occurred in Guatemala, and a week later volcanoes in Martinique and St. Vincent showed signs of the activity which culminated in the devastation of large parts of these islands. Another instance occurred at the end of January last year, when a great earthquake which originated off the mouth of the Esmeralda River in Colombia was followed a few days later by the eruption of the Mount Pelee and La Soufriere volcanoes. A convulsion in Central America may, therefore, be taken as a warning of eruptions or shocks in the West Indian islands; but though volcanic activity may follow an earthquake of unusual severity, it must be regarded as an effect of the disturbance rather than the cause.

The cultivation of rice in the State of Rio Grande do Sul, Chile, has proceeded to a point where it is declared an unqualified success.

World's Workers.

An Anti-Asiatic League, based on sound lines, has recently been formed in New Zealand.

A Miners' Eight-Hour bill has passed its first reading in the British House of Commons.

The British Amalgamated Society of Railway Servants is voting on the question of striking to secure higher wages, an eight-hour day, at least nine hours' interval between hours on duty, and recognition of the union.

Exclusive of seamen, the number of British workpeople reported killed in the course of their employment during July, 1907, was 227, an increase of 3 as compared with the previous month, and of 23 as compared with July, 1906.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshops Act during July was 57, there being 53 cases of lead poisoning, and 4 of anthrax. Six deaths due to lead poisoning were reported.

The agrarian strike is growing in the vicinity of Canosa, Italy, and the whole country is in a state of terror. Pickets armed with shotguns prevent farmers from going to their fields. A striker was shot dead and a mob was formed to lynch the guard who was responsible for the deed.

The Maritime Federation at Antwerp on September 16 presented a proposal which was accepted by the striking dock-laborers and others, calling for an unconditional return to work and the appointment of a mixed commission with powers to examine and determine upon the question of wages.

As a result of the Antwerp dockers' strike the mills are short of corn, compelling them to close, and causing the price of bread to advance. It is said that the Brussels Federation, which is composed of Germans and Swiss, have brought the strike about in order to ruin Antwerp as a port and build up Hamburg instead.

The International Congress of Miners, at Salzburg, Austria, on September 19, adopted a resolution opposing any restriction of the output of coal. The Americans voted affirmatively. A resolution in favor of a legal prohibition of the employment of children under 14 in mining, or under 16 in underground work, also was adopted.

At the Woollongong (Australia) Quarter Sessions, two miners named Joseph Lewis and John Gowan, were each sentenced to four months' imprisonment for unlawfully conspiring at the South Bulli colliery to fraudulently secure working places for themselves, by manipulating the ballot at the quarterly cavil for places in the pit.

Troops and police made a sudden descent on September 20 upon the large cotton mill at Lodz, Russia, owned by Marcus Siberstien, who was murdered by his employes on September 13 because, as alleged, he refused to pay them for the time they were out on strike. Eight hundred of the workmen were taken into custody.

Between 40,000 and 50,000 members of the British Boiler Makers' Society will be locked out on October 5. The men affected are employed chiefly at the East Coast ports, at Barrow and on the Clyde. The chief grievance of the employers is that the executive committee of the Boiler Makers' Society has no real power, and can not force the men to observe any agreement which may be adopted.

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Clothing and Furnishing Goods

BOOTS, SHOES, HATS, CAPS, Etc.
UNION LABEL GOODS
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Deals exclusively in union-made
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PORT TOWNSEND MERCANTILE CO.
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SHIPS PROVISIONED.

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Warehouse: Bartlett Wharf.
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Dealer in

Dry Goods, Clothing, Boots and Shoes,
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Good shoes, hats, genuine Stockton flannel underwear—union label—square dealing, right prices. D. EDWARDS, 4 Mission St., around corner Sailors' Union Hall, S. F.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Joseph	Helenius, K.
Aga, Johan	Henning, L.
Akesson, H.	Hikkeliet, E.
Allendsen, H.	Hill, G.
Albers, G.	Hagberg, W.
Albertsen, J.	Howell, A. S.
Amundsen, A.	Hoglund, F. V.
Amnell, A.	Holt, J. W.
Anderson, A. M.	Honde, P.
Anderson, E. -1149	Holmstrom, O.
Anderson, H. M.	Hustide, H.
Anderson, Axel	Hultberg, E. J.
Anderson, Victor	Ingebretsen, John
Anderson, L. T. -735	Ingebretsen, Karl
Anderson, Hjalmar	Ingalls, W. L.
Anderson, Oscar	Iversen, S. B.
Anderson, J. -760	Isaksen, I.
Anderson, J. E.	Ivarsen, I.
Anderson, -1520	Jacobson, Ole
Apps, P.	Jacobsen, J. A.
Appelquist, O. T.	Jacobs, W. M.
Arnesen, Martin	Jacobsen, Johan
Aspen, K. D.	Jacobsen, H. M.
Austin, M. M.	Jacobsen, John
Bateman, S. J.	Jack, P.
Berg, Albert	Jacobsson, Johan
Bernard, S.	Jensen, P. -1431
Bell, Erik	Jensen, E. -1293
Bensen, F.	Jensen, J. G. -1668
Bernert, F.	Jensen, P. -748
Behrend, F. C.	Jensen, J. G. -686
Bensen, J. E.	Johansen, T. B.
Berg, H. M.	Johansen, A. P.
Bee, Collin	Johansen, Th. P.
Berkelund, R.	Johansen, Geo. W.
Blindsell, W.	Johansen, Aug. -1451
Billington, J. M.	Johansen, Fr.
Bjornholm, H.	Johnson, C. J. -1566
Blecka, A.	Johnson, N. G.
Blomberg, G.	Johnson, Martin
Botgerelst, L.	Johnson, H. L.
Boose, P.	Johnson, Tlm
Bratrud, O. M.	Johnson, John A.
Braa, P. O.	Johnson, C.
Brunstrom, G.	Johansen, K. J.
Bronelew, W.	Jones, W.
Brewer, W.	Jonsson, A. J.
Brown, F.	Jones, Fred.
Bryning, W.	Jorgensen, Alf.
Brown, James	Jorgensen, Th.
Burk, C.	Jorgensen, J. A.
Buckman, F.	Jurgenson, John
Bundersen, Jens	Jordt, P. -1737
Carlson, Jacob	Jurgenson, Ernest
Carlson, Hans	Kahlbetzer, F.
Capello, H.	Karlson, J. A. -388
Carlson, A.	Kanford, Ed.
Carlson, R. -656	Karlstrom, C.
Carlson, J. -861	Karslmer, N. J.
Chotard, Emil	Kermagoret, A.
Clewley, James	Kelly, P.
Clark, S. D.	Kittelsen, K.
Clauson, C. L.	Kinloch, W.
Cortes, P.	Klemetilla, H.
Cook, H.	Kloes, W. O. F.
Cori, V.	Klemensen, C.
Craig, C. A.	Knoff, H.
Christensen, O.	Kristensen, E. -901
Danielsen, David	Krause, E.
Daniels, C.	Kreutz, C.
Danielsen, Ernest	Kristensen, K. D.
Dennett, J.	Krager, H.
Deboth, Paul	Kristensen, G.
Doran, Eugene	Kroemke, N.
Dorest, A. C.	Kruschet, A. T.
Dohman, F.	Kristofferson, Emil
Duncure, Y.	Kummerlowe, O.
Dudler, H.	Lak, N. E.
Edson, F.	Laine, W. E. -1414
Edvardsen, J.	Larsen, H. -957
Ekeland, S.	Larsen, K. H.
Ellingsen, H.	Larsen, H. -1195
Eltman, H.	Larsen, Mathias
Englund, R.	Larsen, Einal
Englund, L. F.	Lemerle, C.
Engberg, O.	Lepp, P.
Erikson, Olav	Le Fevre, L.
Eriksen, Allen	Lersten, J.
Eriksen, Viktor	Lidgett, J. A.
Eriksen, Konrad	Lind, H. E.
Eriksen, Aug	Lie, L.
Eskola, H.	Linden, H. Vanden
Evans, S.	Lindeman, H.
Ferraris, J.	Lie, J. L.
Fernandez, D.	Lorho, M.
Fitzgerald, H.	Lunde, O.
Fisher, T.	Lundgren, R.
Flynn, P.	Lubeck, R. A.
Karlson, G. -622	Lysell, Geo.
Erivold, J. J.	Mattson, E.
Fredriksen, W.	Martinsen, K.
Frieke, C.	Madsen, G. F.
Frankenberg, V.	Mathisen, M.
Garbers, H.	Mathinsen, Kr.
Gad, V.	Mayers, P. M.
Gamber, Jas.	Mahan, W. F.
Gerner, Hans	McKenzie, A.
Genstrom, F.	Meas, J.
Goerke, E.	Mestrand, O.
Godt, W.	Mietenan, J.
Grower, Alton	Midjo, A.
Grunbold, J.	Miller, C. W.
Green, J.	Mikkelsen, Kr.
Gunnason, J.	Monchy, H.
Gundersen, G.	Merken, J. L.
Gunther, Richard	Muller, P.
Gustafsen, Karl	Munby, J. W.
Gutman, H.	Nass, Axel
Hansen, Fred	Nesblitt, James
Hansen, H. -1723	Nielsen, N. -751
Hav, W. -1179	Nilsen, Edwin
Harker, Ud.	Nilsen, B. S. -731
Haker, Max	Nilsen, Anders
Hartnett, W.	Nilsen, Olaus
Hansen, Maurice	Nilsen, C. L.
Hagen, C. L.	Nilsen, N. K. V.
Hansen, H. C. F.	Nilsen, K. C. -972
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Halberg, O.	Norris, J. E.
Hardy, W.	Nolan, James
Hansen, Albert	Nyhaugen, Julius
Hansen, W.	Nystrom, Ragnar
Hanger, F.	Oestiger, O.
Hansen, J. E.	Olsen, Ludvig
Hakonsen, John	Olsen, Harry
Helms, W.	Olsen, Oscar
Heldeberg, G.	Olsen, Christ
Hermansen, F.	Olsen, Raynvald
Henriks, G.	Olsen, Johan
	Olsen, K. E.
	Olsen, H. M.
	Olsen, Just.

ABERDEEN, WASH.

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UNION MADE COLLARS
UNION MADE SUSPENDERS
UNION MADE GLOVES
UNION MADE OVERALLS
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EXPRESSMAN

Sailors' Patronage Solicited.

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CLOTHING AND FURNISHING STORE
L. FOGEL, Prop.

Headquarters for Seamen's Outfits.
Everything from a pair of Ruber Boots
to a Tailor-made Suit.

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Chris Peterson Express

Prompt, Careful Service

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Olsen, Leip.
Olsen, Ernst
Osterberg, J.
Ossis, A.
Petersen, A. W.
Petersen, Paul
Otto, L.
Overland, T.
Parkhurst, Thos.
Paulson, Hans
Petersen, Ch. -990
Petterson, Axel
Pedersen, L.
Pedersen, Peter
Pederson, K. -980
Pederson, John
Pendville, N.
Peterson, Mauritz
Penosch, P.
Plummer, Karl
Prescott, F. F.
Pohler, Joseph
Polge, Louis
Rahm, Carl
Rasmussen, C. -551
Rasmussen, R. -525
Reuter, Ernest
Rommel, T.
Reimann, Carl
Rikkartsen, H. -597
Richard, Andreas
Rosen, Frank L.
Rosen, E. H.
Rose, W. H.
Ryberg, S.
Rytski, Herman
Savage, R.
Sampson, C. -2137
Sarin, K.
Samuelson, H. -1301
Schwartzloze, F.
Scherlan, R.
Scott, E. G.
Schroeder, Aug.
Schieman, E. -1744
Schaffer, P.
Schoffler, A.
Sebelin, C.
Selander, J.
Shane, J.
Simmonds, A. E.
Sikemeyer, W.
Sjoquist, G.
Smith, Ed.
Smith, J. S.
Sorensen, H. -1106
Sohst, A.

Sayland, A.
Solie, I.
Sovig, M.
Senderman, G.
Soheland, O. N.
Stenberg, Ali.
Sten, Ivar
Stervik, Louis
Sterr, W. T.
Stuhr, H. M.
Strandquist, Louis
Steine, I. L.
Stickles, L. A.
Stein, A. -1883
Stewart, F.
Sveerd, S. H.
Swanson, Hugo
Svensson, G. A. -1295
Taylor, A.
Tereutt, M.
Thomsen, P. -1432
Thomas, Wm.
Thun, E. H.
Thomassen, K.
Titus, Ed.
Tipp, Joseph
Tolaas, K.
Tornquist, M.
Torqusen, K.
Tonnesen, John
Turner, D. B.
Udd, John
Unruh, Paul
Voug, C.
Vierich, R. G.
Wallrath, K.
Wassermus, S.
Watts, E. K.
Wahlstedt, R. -778
Wamp, H. P.
Weber, O. C.
Westad, Johan
Westerholm, A. W.
Wikblad, Otto
Wennick, And.
Westin, C. O.
Wenniche, Haldor
Westbroch, Joe
Wilhelm, H.
Wiking, Aug.
Willert, L.
Woadhull, C.
Wurzbach, W.
Wulff, M.
York, J.
Zacko, K.

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

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GENERAL OUTFITTERS FOR MEN AND BOYS

Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos,
Cutlery and Notions.

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UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN
EMPLOYED.

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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.

NEW STORE—NEW GOODS

All our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store
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812 FIRST AVENUE

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SEATTLE, WASH.

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Union Goods a Specialty.

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Preparing bodies for shipping a spe-
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Telephone No. 13.

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Change of Ownership Sale

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
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Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

McCORMACK BROS.

812-814 First Avenue, Seattle, Wash.

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Shoe and Clothing Company

UNION MADE HEAD TO FOOT OUT-
FITTERS.

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NAVIGATION SCHOOL
NEVER HAD A FAILURE.

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Res. Phone, Ind. X 7028.

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HATS AND
SHOES, at

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SEATTLE, WASH.

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Dealer in

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Gents' Furnishing Goods

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Squire-Latimer Block. Seattle, Wash.

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Navigation and Nautical Astronomy

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Graduate of Trinity Nautical College.
Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
license unlimited. Steam and sail.
American and British.

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Visit the

BOSTON CLOTHING HOUSE

E. Goddman, Prop.

Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oil-
skins, etc., etc.

News from Abroad.

The Russian Admiralty has ordered
a battleship of 22,300 tons from the
Baltic Shipbuilding Works.

The Governor-General of the Phil-
ippines has issued a formal proclama-
tion convening the National Assembly
on October 16.

Consular reports from Harbin, Man-
churia, indicate that lack of rain has
resulted in wheat being reduced to
one-quarter of a crop. The price is
rapidly advancing.

A radical change as regards fuel for
the Navy has been decided upon by
the British Government. Hereafter,
oil is to be substituted for coal at the
various naval bases.

Five officers and twenty-two men
were killed and four officers and
twelve men were wounded on board
the Japanese battleship Kashima by
the explosion of a ten-inch powder
charge at Tokio on September 17.

The long-distance prize in the in-
ternational balloon race was won on
September 17 by the German balloon
Pommern, piloted by Herr Erbslob.
The Pommern came down at Bay-
onne, France, 621 miles from Brus-
sels.

Florencio Morales and Bernardo
Mora, who on June 6 were convicted
and sentenced to death for the as-
sassination of former Premier Baril-
las, of Guatemala, were executed on
September 9, ending an international
episode.

Travelers who arrive at Brala, Rou-
mania, from Odessa declare that the
anti-Jewish excesses there continue
and it is estimated the deaths in the
Russian city during the past week ex-
ceeded 150. The police are prevent-
ing Jews from leaving Odessa.

Swedish army officials have applied
to the Government for a law forbid-
ding the emigration of men between
17 and 20 years of age, with a loss of
inheritance rights as a penalty, and
also for severe laws against emigra-
tion agents.

Twenty-two out of fifty-eight men
on trial by court-martial at Riga, Rus-
sia, charged with participation in the
revolt in the Baltic provinces in 1905,
have been condemned to death. Sev-
eral hundred men have already been
executed for their connection with
that uprising.

The plans for a new vessel of the
Dreadnought class have been received
at Portsmouth, Eng., accompanied by
orders to commence building the
warship immediately. Her displace-
ment will be 19,300 tons, 800 tons
greater than the newly launched Bel-
lorophon and Temeraire.

The Duke of Orleans' expedition to
Nova Zembla arrived at Hammerfest,
Norway, on September 14 en route for
Bergen. This expedition left Varde,
Norway, on July 18, on board the
yacht Carasa. The members of the
party express great satisfaction at the
result attained by the expedition.

The Colliery Owners' Association
of the Ipswich (Queensland) district
have appointed representatives to con-
fer with delegates of the Engine-
drivers and Mechanics' Associations
on the question of an increased rate of
wages for the members of the latter
association.

The Sydney (Australia) Arbitration
Court award in connection with the
claims of the Shop Assistants' Union,
makes the minimum wage for male
shop assistants of nine years' expe-
rience 2£ 10d per week, and £1 70 6d
for females for a week of 53 hours.



Understand

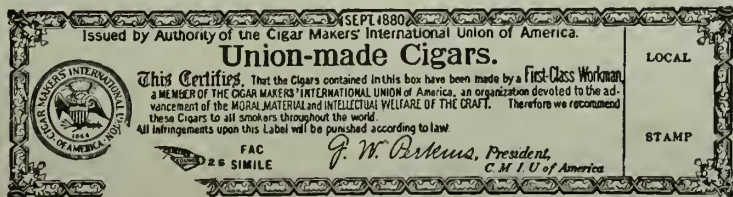
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UNIONISTS

That the best made shoes—the shoes made under the best manu-
facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.
Ask your dealer for Union Stamp shoes, and if he cannot supply
you, write

BOOT AND SHOE WORKERS' UNION,
246 Summer Street, Boston, Mass.

SMOKERS

See that this label (in light blue)
appears on the box from which
you are served.



Labor News.

Masons working in Havana demand payment in American money and threaten to tie up all building work at Havana by striking.

The Philadelphia District Council of the Brotherhood of Carpenters recently voted to call its 4000 men on a general strike for an increase in wages.

The convention of the International Association of Machinists at St. Louis, Mo., on September 14 voted \$10,000 for the benefit of the Erie Railroad strikers.

The Postal Telegraph Company has begun suit in Chicago against the Telegraphers' Union for failure to pay for messages sent by the men after the strike had begun.

Fifty-seven Japanese miners, arriving at Atlin, Wash., on September 19 to work in the mines were escorted to the river steamer Gleaner by 300 whites and started back to Vancouver, B. C.

Terrence V. Powderly, chief of the division of information of the Bureau of Immigration, has information certifying that places can be provided for 256,400 men, women and children at wages ranging from \$6 per week to \$3.50 per day.

The Canadian Trades and Labor Congress in annual session at Winnipeg, Can., on September 19 passed a resolution urging the abrogation of the treaty between Great Britain and Japan so as to pave the way for Japanese exclusion.

J. P. Holland, president of the National Letter Carriers' Association, announced to the convention of that body that he would not be a candidate for re-election, owing to the attitude assumed toward him by the Post-office officials.

Under the name of the Producers and Consumers' International Equity Union and Co-operative Exchange, a central body has been formed at Chicago on such broad lines that all present organizations among the farmers can affiliate with it.

The threatened strike of the employees of the Louisville Railway Company, which was believed to be inevitable, has been averted for the present at least owing to an arrangement reached through the intervention of Mayor Bingham.

The strike of shoe cutters at St. Louis, Mo., resulted in a general strike of shoe workers on September 20, and eighteen shoe factories, employing 30,000 workmen, are idle. The lasters, edgemakers, trimmers, bottomers, stock fitters and stitchers walked out in sympathy with the cutters.

The Telegraphers' Eight-Hour law passed by the Missouri Legislature was declared unconstitutional by Judge Bradley of the Circuit Court at Harrisonville, Mo., on September 19. The railway attorneys argued that the law favored one class of workmen more than other classes.

Secretary of Commerce and Labor Straus announces that President Roosevelt is enthusiastic about perfecting the national organization for promoting industrial peace, the foundation for which was assured by the \$65,000 bestowed on the President as the recipient of the Nobel Peace Prize. The Secretary stated that Labor Commissioner Neil is to be made Secretary of the organization, and a popular subscription of \$1,000,000 is to be raised.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aasen, Alfred
Abel, Paul
Abrahamson, John
Abrahamson, Carl
Ahlborg, R. W.
Alander, A.
Albright, Emil
Alksne, August
Allen, Fred
Allen, -1485
Amundson, F. A.
Anders, -1388
Andersen, Frank
Andersen, Oscar
Andersen, -1156
Andersen, -1274
Andersen, -1234
Back, E. E.
Ballhorn, Chr. N.
Banke, -1646
Barila, Nlek
Bauer, Frank
Bausback, -1511
Baumann, E.
Baxter, W. J.
Becker, Fred W.
Beer, Franklin H.
Bek, E.
Bengtsson, J.
Benson, John E.
Berglund, Nils P.
Bergstrom, Frank
Bjorkdal, Gunder
Bjork, Algot
Bjorkholm, G. A.
Bjornstad, N. M.
Blindheim, O. C.
Blomkvist, Karl
Caldwell, Wm. M. G.
Canning, Jons
Carlson, Th.
Carlson, Axel
Carlson, Edvard
Carlson, Hans
Carlson, Conrad
Carlsson, -1132
Carron, Edw.
Chambers, A. G.
Christiansen, M. F.
Christiansen, -345
Christiansen,
Dahl, Olaf
Dann, Otto
Dannevig, M.
Davis, Fred
De Baere, Henry
Dempster, J.
Dischler, Peter
Easton, David
Ecklerlein, Franz
Eckert, W. F.
Edelmann, G.
Edler, Carl
Edolf, C.
Eglit, F. S.
Ekman, Carl
Ekwall, Gus. A.
Ellefsen, Andreas
Fabricius, H.
Fanning, Chris
Ferraris, Joseph
Fichter, Philip
Fleck, -1888
Flynn, Paddy
Folts, Geo.
Folts, Frank
Forstrom, H.
Gabrielsen, Knud
Gabielsen, C. W.
Gad, Sophus
Gardell, Chris
Gartz, Wm.
Geiger, Joe
Gibbs, Harry
Goedhoop, H.
Gorjussen, G. T.
Gower, John
Hadberg, H.
Hagin, B. O.
Haglund, Mr.
Haldorsen, Adolf
Hall, Wm. T.
Halvorsen, Gus
Halvorsen, Olaf
Halvorsen, -595
Halvorsen, Isak
Halvorsen, -1418
Halvorsen, M.
Hana, Olaf O.
Hansen, Alfred
Hansen, -1606
Hansen, Frithjof
Hansen, -1250
Hansen, -1090
Hansen, -968
Hansen, -1769
Hansen, -1729
Hansen, A. C.
Hansen, L. P.
Hansen, Hjalmar
Hansen, -896
Hansen, Hans P.
Hansen, Thomas
Hansen, -1609
Hansen, -1906
Harrison, John T.
Hartmann, G.
Hartwig, Kurt
Hassall, G.
Isaacson, G. E.
Isaacson, Isaac
Jackson, C. L.
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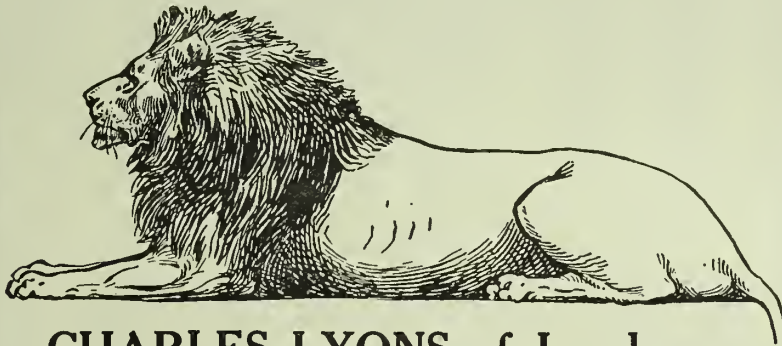
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Domestic and Naval.

The new Hamburg-American liner
President Grant, sister-ship of the
President Lincoln, started on her
maiden voyage from Hamburg to New
York on September 14.

Rear-Admiral John G. Walker, Unit-
ed States Navy, retired, died at York
Beach, Me., on September 15. Ad-
miral Walker was 72 years of age and
a native of New Hampshire.

The Cunard liner Mauretania, sister-
ship of the Lusitania, has completed
her three-days' preliminary sea trial in
the North Sea. It is understood that
she developed capabilities in excess of
what was anticipated.

The General Director of the Chilean
Navy has ordered the commander of
the Talcahuano naval station to fur-
nish any quantity of Welsh coal the
American battleship fleet may require.
The cost price of about forty shillings
a ton will be charged.

The members of the Newfoundland
Government decline to comment upon
the modus vivendi. The St. Johns
Evening Telegram, a Government or-
gan which has resisted a renewal of
the agreement, declares that the in-
terests of the colony have been sacri-
ficed.

The four-masted schooner Victory,
launched at Portland, Me., on Septem-
ber 11 by the Casco Shipbuilding Com-
pany, will be operated in the coast-
wise lumber trade. The vessel is of
700 tons gross and has a 170-foot keel.
She will be commanded by Captain
Blake.

The large fleet of steam vessels en-
gaged in transporting coal from Phila-
delphia and other ports to New Eng-
land will shortly be augmented by the
collier Malden, launched on Septem-
ber 10 at Quincy, Mass., for the New
England Coal and Coke Company, of
Boston.

For the first time in the history
of the oil export trade a steamship
not controlled by the Standard Oil
Company sailed from Philadelphia,
Pa., on September 6, with more than
2,000,000 gallons of gas petroleum for
Europe. The Sun Oil Company, an
independent concern, dispatched to
Manchester its steamship Sun with
2,079,000 gallons, valued at \$80,000.

Loaded with 5000 tons of coal, the
six-masted schooner Mertie B. Crow-
ley sailed from Greenwich, Pa., on
September 5 on her first voyage. The
Crowley is owned by the Coastwise
Transportation Company, which con-
trols a fleet of twelve large schooners.
She carries, besides her officers, a
crew of fourteen men. Her length
is 382 feet, breadth, 48 feet, and depth,
28 feet.

The transatlantic record from
Havre to New York, which has been
held by the French liner La Provence
for a year, was broken by that
steamer on September 13, when she
arrived at New York, having com-
pleted the run across the long course
of 3140 miles from Havre in six days,
one hour, twelve minutes. The pre-
vious record was six days, two hours,
fifteen minutes.

The new Cunard liner Lusitania ar-
rived at New York on September 13
on her maiden voyage with a new
record of five days and fifty-four
minutes between Queenstown and
New York. This is six hours and
twenty-nine minutes better than the
best previous record. Her average
speed was 23.01 knots per hour and
the day's runs were five. Miles: 556,
575, 570, 593 and 483 to the lightship,
a total of 2782 miles.

With the Wits.

The Hat.—Smithkins — "I understand that you have put all your property in your wife's name."

Biffkins — "Practically so; I've bought her a new hat."—Town Topics.

Poor Henry.—"Henry, do I look like you when I have your hat on?"

"I don't know, M'ria; why?"

"I wore your hat out in the yard today and mother told me it made me look like a fool."—Houston Post.

More Satisfactory. — Eastman—"I understand your father owns a large ranch in New Mexico. Does he run it on scientific principles?"

Westlake—"No; he runs it on money-making principles."—Chicago News.

Nothing But the Truth.—Judge (contemptuously)—"Well, you are an elegant specimen of manhood, I declare!"

Mike (trying to be polite)—"Shure, Oi am, yer honer; an' i Oi wasn't muther oath Oi'd say ez much fer yure ilf."—Judge.

Wanted Quick Relief.—Little Dimpleton—"How long will it take you to give me a working knowledge in jin-jitsu?"

The Professor — "Oh, say, two weeks."

Little Dimpleton—"But, heavens, man! I can't wait all that time to get hold of our cook."—Philadelphia Inquirer.

Her Remedy.—He—"I understand you have been attending an ambulance class. Can you tell me what is the best thing to do for a broken heart?"

She—"Oh, yes. Bind up the broken portion with a gold band, bathe in orange blossom water, and apply plenty of raw rice. Guaranteed to be well in a month!"—Judge.

Too Slippery.—"Billy has swallowed three plates of ice cream to our one," whispered the freckled lad at the Sunday-school picnic.

"Leave it to me," chuckled his chum. "I'll drop some ashes in de next plate."

"Ashes? What good will dey do?"

"Why, dey'll keep de ice cream from slipping down so fast."—Chicago News.

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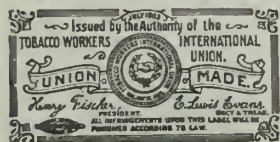
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WANTED—150 men to sleep in our new and clean beds; 25 and 50 cents per night. 217 East street, between Washington and Jackson streets, San Francisco.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 2.

SAN FRANCISCO, WEDNESDAY, OCTOBER 2, 1907.

Whole No. 1042.

THE TWO JAPANS.

THE glamor of the Japanese apparition is fading; the critics are beginning to investigate, to explain and predict. A series of notable books, dealing with Asia, has just appeared, and from them we may understand a little clearer the extraordinary and menacing position upon our Northern threshold. The point emphasized again and again in these works is that there are two Japans. Hitherto we have been too preoccupied by the almost perfect Japanese military machine; but out of sight, behind that machine, we can divine the uncivilized Asiatic. Watson's "The Future in Japan" does not deal with the old Japan of Hearn, all color and iridescence, "the Japan of cherry-groves transplanted from Paradise." He shows us that Japan is not exceptional, that she, like all other States, lies within the range and operation of the laws that govern the action of the human mind in every age. He finds that Japan has to offer us no new conception of religion, no new philosophy, no new principle in politics, no new theory of progress, no new interpretation of life. But he makes clear to us an extraordinary achievement—the creation of a modern State, not by a nation, but by a group of national leaders, who continue, to this day, in defiance of the constitution bestowed by them, to control this movement. The revolution that made modern Japan is unique in that it began from the top:

"The Japan of to-day is but an inchoate experiment—a new structure in process of erection upon the site of an old which has not been wholly removed."

So we have the two Japans—the official and modern Japan, the Japan of the Japanese leaders; and the unofficial and traditional Japan, the Japan of the Japanese people. The one produced the Japanese fighting machine, the other inherited from their ancestors the utterly anachronistic industrial and manufacturing machine. And between the precocious leaders and the reactionary led there is a remarkable abyss. The leaders are honest diplomats; the led, "in their commercial methods, remain wedded to the tradition of concealment, device, art and maneuver."

Watson doubts whether such a top-heavy revolution can inspire a nation of forty-eight millions to continue in the path of this effort:

"In joining the 'march of progress' Japan is moving toward an era of perplexity which must conduct her into the very dilemmas that constitute the crisis of our own disjointed time. . . . Japan, in fact, to Europe is but a note in the great diapason of history; she is not that diapason, nor is she even a chord. . . . If she offers Europe a lesson, it is a lesson which, in the very act of adopting European civilization, she is herself unlearning—the lesson of simplicity, psychical, intellectual, political."

Yet the remarkable docility, almost servility, of the Japanese people may, for a time, span the abyss that yawns between the twentieth-century leaders and the fifteenth-century led. No people in any civilized State is further in the rear of its leaders; none is more easily controlled by them. In no other State is there this enormous gulf in education, thought, practice and efficiency. The Japanese General Staff has its own Arisaka field-gun and its own Shimose powder. Yet Japanese agriculture is served by ox-plows with wooden coulter; the grain is threshed by the

hand-flail, and winnowed by throwing it up in the air. Despite the brilliant success of the Japanese fighting machine:

"It is certain that the Japanese, as a nation, are as yet relatively inefficient in European industries, and that even in the purely indigenous manufactures there are defects of organization, of morale, and of method which, were industrial competence or manufacturing capacity the sole measure of national power, would condemn Japan to quite a humble place among contemporary States."

Thus we see that the Japanese navy is only in a limited sense typical of Japanese achievement. Compare that navy, for instance, with the shockingly mismanaged Japanese national railways, and Japan is one of the poorest of the States of the world:

"The materiel of her industries—buildings, machinery, equipment—is almost always meager, their organization and general economy defective, and the methods of employers and employed often primitive and wasteful."

And only one-tenth of the area of Japan is cultivable, and the poorest classes can not afford to eat the "best quality" rice that they grow. They export it here and elsewhere, and buy inferior qualities from China, Korea and India.

First, let us look at the war-machine. In his eminently readable "Truce in the East," Putnam Weale discloses the enormous expansion of her war strength that Japan, sheltered by the truce afforded her by the Anglo-Japanese alliance, has had the opportunity to carry out. That Japan recognizes—as Russia recognizes—that the peace is merely a truce is apparent by her creation, in a time of peace, of what is practically a new army. During the term of the Alliance, the Japanese army will reach a mobilization strength of one million men, with reserves equaling a second million. In ten years' time her war-strength will be exceeded only by Russia, Germany and France. (Recent cables indicate that Japan's orders to Krupps for 12-inch guns are so enormous that work will be given at Krupps to thirty thousand additional men.) As to her navy, probably only the British navy could dispatch a superior battle-fleet to meet it. France, Germany, or the United States would have to employ their entire naval strength to meet Japan during the next few years. America, however, is going to "look-see."

Meantime, what is Japan's inveterate antagonist doing? Weale tells us that at the conclusion of the war Russia was still an unbeaten power—and the Japanese generals knew it. Russia had in the field at that moment 12,500 officers, 917,000 men, 270,000 horses and 1600 guns; her forces, strongly entrenched, exceeded by a few thousands the massed Japanese armies. The White Man is difficult to convince. The loss of Port Arthur and Lower Manchuria has strengthened Russia enormously. She can never be surprised again. She is now practically impregnable in Central Manchuria, and, without any dangerous coastline to protect, all her energies, enormously aided by the doubling of the Siberian line, can be devoted to taking up the positions held by Linievitch at the time of the truce. Russia still holds three-quarters of Manchuria. And the great system of railways which she is projecting is completely isolated from the life of the country through which the lines pass; these are simply

war-channels for the quick conveyance of armies. And enormous forces have been distributed in the Pacific and Amur provinces, and in the Baikal territories, while colonization by ex-Russian soldiers is being strenuously promoted:

"Thus Russia will possess permanently in the Far East twice as many armed men as she ever had before the war; and if her colonizing plans are given effect too quickly, that strength may be quadrupled in less than ten years."

But enough of the obvious mailed fist; let us examine the muscles behind it, the life-blood that sustains its menace. Japan, though it possesses a somewhat noisy parliament, has hardly a vestige of a popular constitution. The voters number less than a million in forty-eight millions. Japan is governed by its informal council of Elder Statesmen, responsible not to the people, but to their Emperor, who proceed on their way quite unmoved by the fact that the Parliament is against them. The Japanese M. P., who, since the Alliance, is apt to ask rude questions about the efficiency of the British army—about which, of course, he has every treaty right to be concerned—has little importance as a party man, because party government is not in force, and he has little dignity as a representative of public opinion, because there is no educated public opinion in the country. The House of Representatives in 1903 carried a unanimous vote of censure against the Government in its policy with Russia—and was promptly dissolved; and Weale details the ugly riots of the mob that demoralized Tokio for two days at the announcement of the peace terms. Count Okuma admits that Japan's "mental and moral education has not kept pace with her material progress"; and Baron Iwasaki apologizes:

"It must, unfortunately, be admitted that the good moral tone of old Japan has altogether disappeared, and what we have lost in the process of transition we have not yet succeeded in replacing by the moral tone of European countries."

And Watson cites one of the various public scandals as a proof "that Japan is almost in a class by herself in point of administrative venality." From the published utterances of Japanese, Watson is confirmed in his opinion:

"That subordinate sections of the administrative class are often venal, the political class unusually corrupt, and the commercial class commonly given to indirect and evasive methods and practices."

Japan's efficiency in war has been purchased at the cost of chaos in her moral ideas and disorder in her political system. Douglas Story, whose book is rather a journalist's impressions than an historian's analysis, aptly remarks with reference to the truism that Japanese commercial morality is lax, that the Japanese Government is itself a partner in every great concern in the country:

"It is impossible to discover where the Government interest begins and where the private control ends in such great enterprises as those of the Mitsui, the Nippon Yusen Kaisha, the railway companies, and the mining ventures in Manchuria and Korea."

If Japan must go the way of empire, she must conquer or find colonial territories. So far we have two colonizing or administering experiments, Formosa and Korea. The case of the

(Continued on Page 7.)

CONVENTION CALL.

American Federation of Labor, Headquarters, 423-425 G Street N. W., Washington, D. C.

September 18, 1907.

To All Affiliated Unions, Greeting:

You are hereby advised that, in pursuance to the Constitution of the American Federation of Labor, the Twenty-seventh Annual Convention of the American Federation of Labor will be held at Norfolk, Virginia, beginning ten o'clock Monday morning, November 11, 1907, and will continue in session from day to day until the business of the convention has been completed. The first day's (Monday) session will be held at the Auditorium Building on the grounds of the Jamestown Exposition. All sessions thereafter will be held at the Armory Hall, in the city of Norfolk proper.

Representation.

Representation in the convention will be on the following basis: From National or International Unions, for less than 4000 members, one delegate; 4000 or more, two delegates; 8000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates; 128,000 or more, seven delegates, and so on; and from Central bodies and State federations, and from local trade-unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations to be entitled to representation, must have obtained a certificate of affiliation (charter) at least one month prior to the convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage workers, who are not members of, or eligible to membership in other trade-unions, are eligible as delegates from Federal Labor Unions.

Delegates must be selected at least two weeks previous to the convention, and their names forwarded to the Secretary of the American Federation of Labor immediately after election.

Delegates are not entitled to seats in the convention unless the tax of their organizations has been paid in full to September 30, 1907.

The importance of our organizations and our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Norfolk convention, November 11, 1907.

Do not allow favoritism to influence you in selecting your delegates. Be fully represented.

Be ably represented by your best, most faithful, and experienced members.

Credentials.

Credentials in duplicate are forwarded to all affiliated unions. The original credentials must be given to the delegate-elect and the duplicate forwarded to the American Federation of Labor office, 423-425 G Street Northwest, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the convention, and will report immediately upon the opening thereof at Norfolk; hence Secretaries will observe the necessity of mailing the duplicate credentials

of their respective delegates at the earliest possible moment to Washington, D. C.

Grievances.

Under the law no grievance can be considered by the convention that has been decided by a previous convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not previously held conference and attempted to adjust the same themselves.

Railroad Rates.

Application was made to the railroads to grant delegates and friends attending the Norfolk convention of the American Federation of Labor a reduced fare. The railroad companies replied that the rates conceded visitors to the Jamestown Exposition at Norfolk, Virginia, can not be further reduced. Hence delegates and their friends attending the American Federation of Labor convention can avail themselves of the exposition excursion rates when making their purchases from their local ticket agents.

Hotel Rates—(Rooms Only).

Fairfax, \$1.50 per day, two in room, capacity 300; Lynnhaven, \$1.50 per day, capacity 250; Princess, \$1.50 per day, capacity 50; Atlantic, \$1.50 per day, capacity 200; Neddo, \$1.50 per day, capacity 200; Meyer, \$1.00 per day, capacity 150; Henry Seelingers, \$1.00 per day, capacity 20; Colonial, \$1.00 per day, capacity 150; Terminal Hotel and Cafe Co., 75c per day, capacity 50; New Gladstone, \$1.00 per day, capacity 250; Savoy, \$1.50 per day, capacity 100; Lennox, \$2.00 per day, \$3.00 per week per person, 2 in room, capacity 410.

Rate for rooms with private families, \$1.00 per day for each person, for room and breakfast. Delegates wishing to make arrangements for themselves and families may do so by corresponding with W. H. Scott, 71 City Hall avenue, Norfolk, Va.

Headquarters of the Executive Council will be at the Fairfax Hotel.

Delegates should notify chairman of the Arrangements Committee, H. S. Scott, 71 City Hall avenue, Norfolk, Va., stating time of their contemplated arrival at Norfolk, and over which road they will travel.

If there be any further information regarding the convention, or the arrangements for the convenience of the delegates, it will be communicated in a later circular, or through the American Federationist.

SAMUEL GOMPERS, President.

Attest: Frank Morrison, Secretary; James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; Max Morris, Fourth Vice-President; D. A. Hayes, Fifth Vice-President; Daniel J. Keefe, Sixth Vice-President; Wm. D. Huber, Seventh Vice-President; Jos. F. Valentine, Eighth Vice-President; John B. Lennon, Treasurer; Executive Council American Federation of Labor.

Secretaries will please read this call at first meeting of their organization. Labor and reform press please copy.

A new \$1,000,000 distillery is to be constructed at Winnipeg to meet the demands of the growing market of the Canadian Northwest. The buildings will cover thirty-five acres, 200 men will be employed, and 500,000 to 600,000 bushels of grain will be consumed annually.

WASHINGTON LABOR SPEAKS.

The following resolutions were adopted on September 9 by the Central Labor Union of the District of Columbia and vicinity and submitted to the labor press for publication:

Whereas, The Constitution of the United States, section 8, Article I, has empowered Congress with authority to regulate commerce with foreign nations and among the several States; and

Whereas, The Constitution, section 8, Article I, has further empowered Congress to establish post-offices and post roads; and

Whereas, the present system of telegraphy is but a modern development of the postoffice, and it has been decided by the Supreme Court of the United States that telegraph companies are engaged in interstate commerce; therefore be it

Resolved, That it is the sense of the Central Labor Union of the District of Columbia that the greed and avarice of the telegraph companies of the United States are the immediate cause of the present unfortunate strike of the telegraph operators, which interferes with the dispatch of public and private business and social correspondence; and as it is the desire of this body to strike at the root of the evil, be it further

Resolved, That a copy of these resolutions be sent to the President of the United States, requesting him to declare in favor of Government ownership of the telegraph, and to urge upon Congress the importance and necessity for the same, in order to avoid a repetition of the present troubles in this regard.

Whereas Charles A. Stillings, United States Public Printer, has violated the Eight Hour law, is an advocate of the "Open Shop" policy, and has been active in promoting the same, and as his attitude in this respect is a blow aimed at the cause of trade-unionism, with the avowed purpose of overthrowing it, thereby humiliating its members; and

Whereas, The said Charles A. Stillings has reduced the wages of many faithful and competent public servants under his charge, and increased the salaries of already well-paid officials, including himself; and

Whereas, He has sought to disrupt labor unions in general and the Bookbinders' Union in particular, by dismissing from public service some of its most earnest and hardworking officers, and all for the purpose of intimidating them as members of their Union and humiliating them in the eyes of the public, which conduct brands him as an enemy of union labor; therefore be it

Resolved, That it is the sense of the Central Labor Union of the District of Columbia, assembled, on the 9th day of September, 1907, that the said Charles A. Stillings is a pronounced enemy of organized labor and has used his high office as a weapon to annoy and oppress its members, and destroy unionism itself; therefore be it further

Resolved, That we request the President of the United States to remove the said Charles A. Stillings from the office of Public Printer by reason of his lawlessness, inefficiency, injustice and hostility to organized labor and its members, and that a copy of these resolutions be sent to the President of the United States, requesting his removal forthwith.

Demand the union label on all products!

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

COMPULSORY EDUCATION.

In a recent debate in the Belgian Chamber, the following interesting statistics were cited concerning the proportion of illiterates in countries where education is compulsory:

In Italy and France the application of the law with regard to compulsory education is so disregarded that Rome, with a population of 507,000 inhabitants, has only 30,000 pupils in her primary schools, whereas she should send 70,000. About 20,000 of the pupils attend the public schools. In Paris, out of 225,000 children to whom the law should be applicable, 20,000 receive no instruction. This state of affairs led to the recent introduction of a motion in the French Chamber to fine parents who evade the law. It appears to be the practice in many French communities to "inscribe" children who are withdrawn from their classes to work in factory or field.

Prussia is cited as enforcing the law for compulsory instruction. In Norway, Sweden, Denmark, and Switzerland all soldiers are said to know how to read and write, and in England illiteracy is decreasing. The law in Holland has been in force only since 1901 and Amsterdam shows the following increase in the percentage of children attending school: In 1898, 36 per cent of the population; in 1900, 44 per cent; in 1901, 70 per cent. The compulsory law brought about a quick increase of 24 per cent.

In the argument in the Chamber for the adoption of a law for compulsory instruction in Belgium, the statistics of 1904 bearing on instruction of military recruits were cited as follows: 17.52 per cent of almost absolutely ignorant recruits; 11.44 per cent only had excellent primary instruction, while 71.02 per cent had only the most elementary schooling. The following figures were also cited concerning the proportion of illiteracy in two groups examined in 1906, of 100 men each: The first group had 30 completely illiterate, 24 able to write their names, and 46 able to read, write, and calculate. The second group had 19 completely illiterate, 21 able to write their names, and 60 able to read, write and calculate. In the first group of young men 54 per cent were absolutely without education, and in the second 40 per cent. The school reports between the years 1899 and 1902 were quoted to prove that only 14.65 per cent of Belgian children received complete primary instruction, a large per cent leaving school with only rudimentary knowledge. The conclusion reached was that the number of children figuring in the scholar lists was no proof of the education of the masses, but rather of the sterility of a non-compulsory school system.

There is every evidence of very prosperous conditions prevailing in Australia at the present time. The deposits in the banks of the Commonwealth increased last year from \$508,983,599 to \$541,289,076, or by nearly \$32,500,000. This increase is exclusive of the savings bank of the State of Victoria, the depositors in which number 486,018, with over \$58,000,000 to their credit, showing an increase of over \$5,000,000.

CHINESE EMIGRATION.

It is reported from Vladivostok that during the year 1906 a strong tide of Chinese immigration from Shantung has been one of the great features. It is estimated that at least 40,000 have arrived at that city from Tsingtau and Chefoo. Vladivostok is now said to have the appearance of a semi-Chinese town. The Governor of Kiaochow has been greatly handicapped in securing workmen for the various governmental improvements, owing to the increase of emigration, notwithstanding the fact wages are from 100 to 200 per cent higher than in the Shantung hinterland. There is a call now for laborers on the road and in the forestry department, and the Governor states that he could use four times as many laborers as he is able to secure.

The higher wages paid in Siberia and in the Amur provinces seem to be attracting the Chinese, and travelers on the Trans-Siberian Railway say that men from this province are seen continually at every station of the railway as far inland as Irkutsk, being engaged as truck and fruit farmers and coming to the train to dispose of their produce to passengers. Much of the money made by these people is remitted to their relations in Shantung, and as it is a custom with Chinese never to write home without forwarding some gift, and the postal money order system now furnishes a safe and easy means of transferring money, undoubtedly considerable amounts are being gradually transported to the colony and the Province of Shantung from Manchurian and Siberian points.

An increase of 40,000 in one year to the Chinese population of Vladivostok alone, coming entirely from the Province of Shantung, shows that there must be some particularly attractive business there to interest the exceedingly keen business men of that territory.

FACTS WORTH KNOWING.

To prospective purchasers of pianos, organs or other musical instruments the following facts, gleaned from the officials of the Piano, Organ and Musical Workers' International Union of America, may prove of great value.

1. All union-made pianos, organs and musical instruments bear the label of the Piano, Organ and Musical Instrument Workers' International Union.

2. Dealers representing instruments minus the union label as union-made are seeking to deceive.

3. Any responsible dealer no matter where located, can secure union-label instruments.

4. The label of the Piano, Organ and Musical Instrument Workers' Union is granted free of charge to all manufacturers operating union factories.

5. Union label instruments are guaranteed by the organization to be superior to those not bearing the label.

The officials assure us that any additional information desired will be cheerfully furnished upon application, address 40 Semi-nary avenue, Chicago, Ill.

ALCOHOLISM IN FRANCE.

France enjoys the reputation of a temperate country. It has often been cited as an example in favor of Jefferson's generalization: "No nation is drunken where wine is cheap, and none is sober where the dearthness of wine substitutes ardent spirits as the common beverage of the people." As against Spain, and even as against Italy, France enjoys the further advantage that her wines are of less alcoholic strength than theirs.

Recent investigations, however, indicate that France is losing absolutely, if not relatively, its enviable reputation for sobriety and is increasingly taking to "ardent spirits." It seems that the cities of the north are those in which the demand for strong drink is greatest. Rouen, Caen, Cherbourg, Boulogne lead the list. The consumption of absolute alcohol in them varies from 10 to 13 liters a year a head. But the Midi itself, the winegrowing district, is by no means exempt. While Paris in 1904 consumed 123,521 hectoliters of spirits, little Toulon took 5519. At Marseilles, to a consumption of 951,831 hectoliters of wine was added, in 1906, that of 46,000 of beer and 23,000 of "alcohols." These latter consist largely of absinthe, doubtless one of the most pernicious of spirituous liquors of which no fewer than nine varieties are recognized and classified. The municipality of Marseilles has made several efforts to close the bars in which the sale of spirits is the chief industry. But these have thus far proved futile. At any rate, it is clear that Jefferson's saying is not without its exceptions even in a region where wine is so cheap that the cheapness of it has just given rise to a huge, widespread and dangerous revolt among the winegrowers.—New York Times.

According to statistics recently published with regard to primary education in the Brazilian State of Minas Geraes by Dr. Carvalho Britto, Secretary of the Interior, it appears that this year the number of matriculations in the schools has doubled and is now about 100,000, whereas in previous years it has never touched 50,000. This great increase is said by the Brazilian Review to be due to the prudent laws which reformed education in the State and adopted methods generally in vogue in other countries. It is expected that in a short time public instruction in Minas Geraes will have reached a very high level.

Work upon the development and extension of the Trans-Brazilian Railway, formerly known as the Sao Paulo and Rio Grande Railway, which has been purchased by Canadian and American interests at a cost of £1,000,000 (\$4,860,000) cash and the assumption of £3,500,000 indebtedness, is being pushed under the direction of John Egan, constructor of many railroads in the western portion of the United States. The building of the portions of the great north and south system of Brazil, now planned, represents American capital, American materials and equipment, and an American railroad system generally.

Home News.

It is reported that William J. Bryan will shortly announce himself as a candidate for the Democratic Presidential nomination.

President Roosevelt has announced that he will approve the Oklahoma Constitution, notwithstanding his personal opinion of the document is "not fit for publication."

The Grand Jury at Jackson, Miss., has reported true bills against every railroad in the State for their alleged failure to file statements showing the number of passes issued and to whom, as the law directs.

Warrants for the arrest of fourteen persons involved in the Pennsylvania State Capitol scandal were issued on September 18 by two Harrisburg Aldermen on information furnished by Attorney-General Dodd.

Twenty-five excursionists returning from Canada met death and many more were injured on September 15 in a head-on collision on the Concord division of the Boston and Maine Railroad about four miles west of Canaan Station, Vt.

Food Commissioner Johnson, of Nebraska, has ordered proceedings brought against the South Omaha packing-houses for alleged violation of the Pure-Food law. It is asserted that short weight is given in packages of ham and bacon.

In eight years, from 1899 to 1906, inclusive, the Standard Oil Company earned profits of \$490,315,934, or at the rate of more than \$61,000,000 a year. It distributed to its shareholders in the same period \$308,359,543.

The proposed new charter for Chicago, Ill., authorized by the State Legislature at the last session, was defeated at a special election held on September 17 by a majority of over 62,000. Little more than half of the registered vote was cast.

In the Federal Court at Omaha, Neb., on September 26, the injunction asked for by the Nebraska railroads to prevent the enforcement of the law reducing grain rates by the State Railway Commission was denied and the restraining order was dissolved.

Dr. Munro, Chief Dominion Government Immigration Inspector in Vancouver, B. C., announced on September 25 that the Government had instructed him to allow no more Japanese to land in Vancouver unless they had passports made out directly to Canada.

Fear of an epidemic of beri-beri, a disease with which twenty Japanese laborers of Alvo are afflicted, has prompted City Physician Slattery, of Lincoln, Neb., to order an inspection of the Orientals in that city, and he will endeavor to have it extended to the entire county.

The returns of the election in Oklahoma show that the Constitution has been adopted by 3 to 1; that Prohibition has carried by at least 30,000 and that the whole Democratic State ticket, headed by Charles N. Haskell of Muskogee, has been elected by a majority of more than 20,000.

Brigadier-General Barry, commanding the army of Cuban pacification, recommends in his annual report an increase in the pay of officers and enlisted men, the reorganization of the mobile army, and immediate increase of the infantry by twenty-four regiments, the increase of the term of enlistment from three to five years, and also the sale of beer and light wines in the post exchanges.

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Pacific Coast Marine.

The French bark *Rochambeau*, which was for some time on the overdue list, arrived at San Francisco on September 27.

The Pacific Coast Steamship Company's new steamer *Governor* was given a trial trip on San Francisco Bay on September 27, with a large party of invited guests on board.

W. E. Pierce, San Francisco manager for the Pacific Coast Steamship Company, has resigned his position, with the intention, it is said, of entering a new line of business. His successor has not yet been appointed.

The Norwegian steamer *Tellus*, coal laden, from Nanaimo, B. C., to Portland, Or., went ashore on North Spit at the entrance to Gray's Harbor on September 21. On the following morning she broke in two and will be a total loss.

The fishermen who were shipwrecked on the ship *John Currier* at Nelson Lagoon in the Arctic Ocean, and after being marooned there for thirty-four days were rescued by the revenue-cutter *McCulloch*, arrived at Astoria, Or., on September 26.

The Board of Health of Monterey, Cal., has passed a resolution requiring all vessels arriving from San Francisco to show certificates from a United States Quarantine Officer stating that the Quarantine regulations have been complied with before being permitted to load or discharge cargo.

The brigantine *Galilee* which is in the service of the Carnegie Institution expedition for the study and charting of magnetic variations in the Pacific Ocean recently went into dry dock at Honolulu, T. H., for an overhauling. She sailed on September 21 for a cruise in the South Pacific.

Captain Jones of the gasoline schooner *Della* has reported to the Branch Hydrographic office at Portland, Or., that he recently sighted a derelict, about three miles southwest of Cape Meares light. The derelict appeared to be about forty feet long, and stood about four feet out of the water.

W. A. Coulter, the well-known marine artist, who has just returned from a lengthy trip to the South, has been engaged in making studies of the ship *Aryan*, lying at Howard street wharf, San Francisco, with a view to making a painting of the last-built wooden vessel of her class to be launched in the United States.

The overdue ship *Jessomene*, which left Wallaroo, Australia, for Falmouth, over five months ago and which was on the overdue list, has been spoken. The *Jessomene* was 163 days on her voyage and should have reached port at least one month ago. No news has been received as to the cause of her delay.

Efforts are being renewed to secure the establishment of a time-ball in Honolulu, T. H. At present and for many years the Territorial Survey office has kept standard time corrected by daily observations, and this has been announced for the benefit of shipping by a whistle. But this method is not as accurate or satisfactory as a time-ball.

A cablegram from Punta Arenas to London conveys the intelligence that the steamer *A. J. Lindsay*, bound from Baltimore to San Francisco, arrived there on September 22 in a disabled condition. It has been ascertained that when some distance off the Straits of Magellan her crank pin was broken. With some difficulty the *Lindsay* was taken into Punta Arenas.

The well-known schooner *Vine*, of San Francisco, is likely to become a total wreck. The *Vine*, which left San Francisco on June 26 for Point Hope, was blown ashore during a gale at Deering, Kotzebue Sound, some time prior to September 21. At the time she had on board a large amount of freight for Kotzebue and Point Hope.

The steam-schooner *Scotia* is to have a new stern. The *Scotia*, which is owned by Russell & Rogers, sustained serious damage when in collision with the British tramp steamer *Cape Corso* at Long Wharf, Oakland. A survey shows that her stern was badly injured in the collision. She will be placed in the Sixteenth-street dry dock and her repairs will be carried out by the Moore & Scott Iron Works.

The dredger *Monarch*, of the North American Dredging Company, which has the contract for removing about 30,000 yards of sand from the outer bar at San Diego, Cal., arrived at that port on September 15, and will at once begin the work. Several years ago the Government cut a channel 200 feet wide through the bar to a uniform depth of thirty feet at low water. The *Monarch* will go over this work and widen the cut to 275 feet and all of the same depth.

A harrowing tale of starvation and ill treatment was told in the United States District Court at San Francisco on September 23 by three seamen who went into the ice-bound Arctic on whaling vessels. The men were Frank Miller, George Johnson and Alfred Healey. Their testimony was given in a suit to recover wages and damages against George E. Plummer & Co., owners of the whalers *Olga* and *Hanson*. The hearing was postponed until November 18 in

order to secure the attendance of Captain McKenna, of the *Hanson*.

The most powerful light in the whole Light-house Service of the United States will be the one which will be put in service at Makapuu Point, on the Island of Oahu, and at a distance of about fifteen miles from Honolulu, T. H. A light at this point will protect vessels from the dangers that overtook the *Manchuria* a year ago and led her on the *Walmanalo* Reef. This light will be thrown out through a hyper-radiant lens, the original cost of which is \$26,000. On a clear night it will be visible for over fifty miles at sea, and will pierce a moderate fog for a distance of twenty miles.

Two hundred and fifty-three thousand tons of coal, exclusive of that to be shipped in Government colliers, will be required to get the Atlantic battleship fleet to the Pacific Coast and properly coal it at San Francisco, according to the estimates made by the equipment bureau of the Navy Department, which has called for proposals for supplying the necessary fuel. Of this aggregate 133,000 tons are semi-bituminous and the remainder Welsh coal. The former is to be shipped from Atlantic ports in vessels either of American or foreign register, according to the terms.

In an official communication to Captain Emil Franke, who was commander of the Great Northern liner *Dakota*, wrecked on Kiukone Reef, coast of Japan, March 3 last, George Uhler, Supervising Inspector-General, Steamboat Inspection Service, severely censures him on account of loss of the ship. Captain Franke's appeal from the findings of the local inspectors at San Francisco, suspending him from command, was denied. After January 1, 1908, Captain Franke may be licensed as chief mate of ocean steamers and after having served two years as chief mate he may be again licensed as a master of ocean steamers.

A final and successful effort to raise the Pacific Mail liner *Acapulco*, at San Francisco, was made on September 12. T. P. H. Whitelaw, the contractor who undertook the work, after having patched up the leaks in the sunken steamer, set the pumps in work again at 6 o'clock in the morning. By 9 o'clock the gain made by the pumps on the water in the hold was distinctly noticeable and by about 10:30 o'clock the the big hull began to rise out of the water. She was afloat shortly afterward. The *Acapulco* is the 157th ship raised by T. P. H. Whitelaw. He states that owing to the age of the vessel the job has been the worst he has ever undertaken.

Captain John Birmingham, Supervising Inspector of Steam Vessels at San Francisco, has exonerated the captain of the *Santa Rosa*, which grounded off Point Vicente early on the morning of September 11. He sums up the affair in the following language: Captain Alexander testified that as master he has made more than 800 round voyages between San Francisco and San Diego, about 750 of which were on the *Santa Rosa*, without a mishap in his navigation—a wonderful record of his skill previous to the voyage under consideration. That mishap was not attended with serious results; possibly it might have been averted by a freer use of the lead. Nevertheless, I do not believe I would be justified in suspending his license for negligence or unskillfulness in the matter of the grounding of the *Santa Rosa*.

Following is the reinsurance list, as posted at San Francisco on September 27: Ship *Guiana*, 193 days from Mobile for Bahia Blanca, 90 per cent; ship *Cresington*, 164 days from Iquique for Falmouth, 6 per cent; Celtic Chief, 162 days from Hamburg for Honolulu, 8 per cent; La Tour d'Auvergne, 118 days from Rochester for San Francisco, 8 per cent; Medea, 209 days from Stettin for San Francisco, 26 per cent; Rajore, 139 days from London for San Francisco, 6 per cent; Simla, 157 days from Port Pirie for Falmouth, 21 per cent; Inverlyon, 141 days from Wallaroo for Falmouth, 6 per cent; Thomasina, 149 days from Port Pirie for Falmouth, 6 per cent; Haddon Hall, 147 days from Geelong for Falmouth, 6 per cent; Craigisla, 113 days from Newcastle, Australia, for Mollendo, 10 per cent; Kenilworth, at Rio Janeiro for San Francisco, 11 per cent; Silberhorn, 107 days from Newcastle, Australia, for Pisagua, 60 per cent; Louise, 109 days from Bremen for San Francisco, 11 per cent; Dumfrieshire, 170 days from Shields for Port Los Angeles, 8 per cent.

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(Continued on Page 10.)

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WEDNESDAY, OCTOBER 2, 1907.

CONGRESS AND EXCLUSION.

Washington, D. C., September 21.—State Department officials have little courage for renewing efforts to secure a Japanese Exclusion treaty. A demand from California for some further action toward Exclusion is expected this winter. Reports have reached here that Representative Hayes is coming to Washington determined to stir the National House by the presentation and agitation of Exclusion bills. Those reports, however, are not causing much uneasiness. It is difficult for a single Congressman to create much ruction in official Washington. Generally a statesman of that character can be called off by party leaders, after he has given a few interviews and deposited his bill with the desk clerk.

If the entire California delegation however, should come demanding Exclusion and be ready to fight for it, with assurance of re-enforcements from the Oregon and Washington State delegations, the situation would be more serious. They could cause a lot of embarrassment in Senate and House. The Administration hears that there is no prospect of any such concerted demand. Whether the disturbances in Vancouver will encourage the State Department to try once more to persuade the Japanese authorities to draw a new treaty with an Exclusion clause therein can not be stated yet. Secretary Root is not taking up any important work yet, and will not for several weeks, when he has returned from his visit to Mexico.

Secretary of Commerce and Labor Straus has almost openly espoused the side of the opposition to Exclusion. As a member of the President's Cabinet his influence in that role will be considerable, for he is claiming that considerable business interests on the Coast welcome the presence of the Japanese.

The foregoing, from the Washington correspondence of the Sacramento Bee, casts an interesting light upon the prospects of Exclusion legislation in the coming Congress. Representative Hayes will presumably push the bill introduced by him at a previous session, which measure proposes to extend the provisions of the Chinese Exclusion Act to all classes of Asiatics. The Hayes bill, it will be recalled, was by tacit consent permitted to lie in abeyance pending the result of the settlement (?) made by President Roosevelt and embodied in the Immigration Act. The acknowledged failure of the Root-Roosevelt settlement (?) leaves the way clear for a revival of the only plan that promises a real settlement of the issue, namely, the passage of a Japanese Exclusion bill. The failure of the attempt to compromise with the question has accomplished good in at least one respect; it has demonstrated the fatuity of attempting to deal with a fundamental question by superficial means.

Concerning the probable attitude of the California delegation to Congress, it may be taken for granted that the gentlemen will fall into line as soon as they have heard from "home." The difference between the activity of Representative Hayes and the comparative inactivity of his colleagues is due mainly to the differing degrees of activity in Exclusion sentiment in different parts of the State, not to any actual disagreement among the people upon the subject itself. Political considerations alone may be depended upon to stir the delegation to action. When we speak of "political considerations" we refer to the fact that representatives generally are naturally disposed to defer to that sentiment which is backed by the largest number of votes, which is simply another way of saying that representatives are disposed to act in accordance with the majority sentiment of their respective constituencies. Sooner or later, probably sooner, the entire California delegation, and indeed the entire Western delegation, will move upon Congress for the passage of legislation to protect the West from the East—that is, from the Orient. As the Bee's correspondent suggests, such a situation "would be more serious." Such a situation need cause no embarrassment in Congress, unless indeed Congress should determine to oppose the interests of the country. We hardly anticipate any difficulty upon that score. Congress is from Missouri; when it is "shown," it will act.

The pro-Japanese attitude of Secretary Straus need bother no one. Intellectually that gentleman speaks for the element that regards the question from the abstract standpoint of "human brotherhood"; politically, he speaks for the element that regards the question from the "practical" standpoint of cheap labor. These elements, even when combined, do not constitute any considerable proportion of the people; further, they are a rapidly diminishing quantity. In all human probability Secretary Straus himself will be found on the side of Exclusion within a year; otherwise, he is apt to be found standing absolutely alone in his pro-Japanese attitude.

HELP THE TELEGRAPHERS!

The appeal for financial aid issued by the Commercial Telegraphers' Union, and indorsed by the American Federation of Labor (see page 11), should meet with a prompt and generous response on the part of organized labor throughout the country. Strenuous efforts have been made by the telegraph companies to obscure the issue between themselves and their employees. The attempt to prejudice the case of the Telegraphers has failed in face of the notorious fact that the telegraph companies, constituting as they do a practical monopoly, have imposed upon their employees all the burdens and oppressions within the power of the strong to inflict upon the weak. The list of grievances related by the Telegraphers reads like a story from the age of barbarism. The fact that the conditions of overwork, underpay, espionage and other features of the Telegraphers' employment should exist in an industry that stands pre-eminently characteristic of our "high civilization" is at once consistent and inconsistent with civilization, high or low. It is consistent in that civilization is proverbially unheeding of justice, and inconsistent in that the Telegraphers, although standing high among the activities of industrial life, are forced to submit to conditions that would be spurned

by the humblest and most obscure workers in the industrial army. The explanation of this anomaly lies in the general condition of the telegraph industry—i. e., in the condition of monopoly.

It is this condition of monopoly that the Telegraphers are contending against. Organization among the Telegraphers is, of course, a necessity to successful resistance upon their part. The telegraph companies, knowing and fearing the power of organization, are determined that that power, so useful to themselves, shall not be brought to bear upon them by their employees. In a word, the Telegraphers are fighting for relief from the burdens imposed upon them by the monopoly, while the latter is fighting to destroy the only power that can compel that relief, the Telegraphers' Union. It is an eminently just cause. The lines are clearly drawn. Organized labor should in duty to itself respond to the appeal of the Telegraphers in order that the Western Union and Postal Telegraph companies shall be forced to make honorable terms of settlement.

STRIKERS SENT TO PRISON.

According to a recent decision of the New Zealand Court of Appeals, strikers who violate the Arbitration Act may be sent to prison in the event of failure to pay fines assessed by the Court. Before this decision it was not possible to punish strikers, because rarely did they possess property which could be seized in payment of fines. On the other hand, fines assessed against employers could be collected for the reason that levies could be made against their property.

They have compulsory arbitration in New Zealand. Opinions differ as to the benefits derived from the system by organized labor. Imprisonment for striking may seem harsh treatment, but it must be remembered that imprisonment only follows failure to pay fines. And, so long as the Arbitration Act is in force, and the unionists expect employers to be amenable to its terms, they must not object if they, too, are punished for violating the Act.

The workmen of New Zealand are responsible for the passage of the Arbitration Act.

Strikes in New Zealand are very rare, and of late there have been only two, the largest being at Wellington, when the outchers struck at a time when there was heavy slaughtering of sheep for shipment to England. The butchers struck against the wage award of the Arbitration Court, and were fined for so doing.—New York Evening Journal.

The foregoing overlooks one very important defect in the Compulsory Arbitration system. To say that because the New Zealand Act imposes fines upon employers, the workmen must not object if they, too, "are punished for violating the Act," is to ignore the radical difference, not only in degree but in kind, between the punishment inflicted upon employer and employee, respectively. Both employer and employee are subject to fine, but if the employee be in the nature of things unable to pay the fine and must therefore go to jail, the practical effect of the law is that the employer is punishable by fine and the employee by imprisonment. Undoubtedly, the workers have a right to object to any system which, however equitable in theory, works to their disadvantage in practice.

After all, the objection here noted is a minor one. The important objection to compulsory arbitration rests upon fundamental ground, namely, that the liberty of the worker to work or quit is inalienable, as the basic element of all human liberty. The man who is forced to work against his will is a slave in all that the word implies. The manner in which that force is exercised, whether by fines or by imprisonment, is immaterial. Compulsory arbitration is involuntary servitude, an anachronism, and therefore a failure. The only hope of success in that system lies in the possibility that some

day the revolution that is forever going on in society will change its course, and go backward.

Much as we respect the Japanese, much as we detest the usual phenomena of racial and color prejudice, we are bound to say that in the last resort we can not wonder that the self-governing English-speaking communities of the Empire are determined to remain white men's countries, with all that that involves, and will not run the risk of letting the land they live in and the land they love be made the ground for an experiment which has never before been tried in history—the experiment of a community of mixed European and Asiatic blood, founded on a mixture of the social, religious and moral ideals of the two continents.—London Spectator.

These views are in themselves the strongest evidence of the irresistibility of the movement for Asiatic Exclusion. Much as the Spectator and other publications respect the Japanese, and much as they detest the "prejudice" that would exclude that race from the "white man's country," they are forced to acknowledge that "prejudice," in this instance, is simply another name for human nature. "Racial and color prejudice" is but racial and color instinct, and as such it is bound to triumph over all obstacles and dangers.

The call for the annual convention of the American Federation of Labor rightly lays stress upon the importance of choosing men of experience and ability as delegates to that body. Labor should be represented in the convention by its big men, not by its "good fellows." The convention isn't a smoker, a picnic nor a mass-meeting.

Read "The Two Japans," in this issue. It contains a fund of information on many unfamiliar aspects of the question.

THE TWO JAPANS.

(Continued from Page 1.)

Formosans, a semi-barbarous people, is claimed as a good example of Japan's administrative power. We will give Japan credit for Formosa. But Korea must be placed on the other side of the ledger. The Koreans have a hatred six hundred years old for the Japanese; and the manner in which the bayonet was pointed in order to extort the signing away of Korea's independence—the preservation of which was the sole reason given to the world by Japan for entering the lists with Russia—can not help to diminish that hatred. The Koreans and the Japanese do not intermarry; and the country—a poor State—is being exploited by the conquerors in a way that will not conduce to friendly relations between the Koreans and their military masters. Putnam Weale shows that Japan has not the smallest intention of "colonizing" Korea. His account of the post bellum happenings in that distressful country is well worth attention:

"In Korea the limitations of the machine are startlingly manifested—limitations which are the result of the national characteristics rather than of any inherent defects in the machine itself."

Douglas Story, too, devotes much attention to "the case of Korea." He publishes an autograph letter from the Emperor, obtained with exceeding difficulty, owing to Japanese espionage, in which that unhappy individual exposes the tactics by which that "treaty" was obtained. Watson inquires what capacity Japan has shown that she could govern an empire? "Her methods in Korea," he concludes, "do not seem promising."

There are three questions of the future in the answer of which Australia is vitally interested. These are: Which of the two Japans is to hold the balance of power within that country? What is to happen to the Anglo-Japanese Alliance? What is the logical end of the strangely stirring nationalism of Asia?

As to the two Japans, Watson sees every indication of the old Japan, the uneducated medieval populace, taking charge. In pre-modern times government was a universal despotism slavishly accepted; and the dissolution of this terribly rigid authority will be followed by a rebound equal to the tremendous strain. In the day of its discredit, authority will be scorned and repudiated in proportion as it is accepted in the fast-closing day of its infallibility. To-day the House of Representatives is, to an excessive degree, turbulent and truculent, and Japanese leaders, whose names are daily dragged in the mire by their own press, in every grave crisis may expect at least a threat of assassination.

The Japanese people bear their leaders a grudge for having kept them in the dark for a millennium or so. It is only the inherited fiction of the sacro-sanctity of their Emperor which, according to Watson, prevents them from hanging their Emperor's statesmen. It is a dangerous thing, as Russia has found, to turn up the soil of minds that are still medieval. And the Japanese are destined some day to discover that their god-emperor is merely mortal. And what then?

Meantime Japan is valiantly making the attempt to supply her industrial deficiencies. The import of a hundred European manufactures, ranging from matches to umbrellas, has been changed into a flourishing export. And there is actually talk of Factories Acts. The extent and strenuousness of that effort is indicated by Putnam Weale:

"With a powerful government gathering everything into its hands and assuming control of all the productive works; with a policy of entrenching being carried on night and day in Korea and Southern Manchuria; with a great army and a powerful navy rising as if by magic; with shipping subsidized and organized, and every industry and bank closely overseen; with every incentive being given to the Japanese people to fall in with this grand idea—Japan marches on her way, perfectly secure for nine years, thanks to the Anglo-Japanese Alliance."

Which brings us to our second interrogation. First, we must notice that the Alliance has been of almost incalculable value to Japan. Nay, it saved her from extinction. If England, Weale asserts, had refused to renew the Alliance on its present terms, Japan would have been forced to continue the war, or would have laid down arms only to be exposed to the danger of having to take them up again at a moment's notice. England has stepped in with a ten-years' truce, and Japan is not wasting a moment of her lucky breathing-space. The Portsmouth peace was really made in London. Each of these volumes under review brings an array of facts to support Weale's assertion that the progress of the war was arrested in a manner dangerous to the future welfare of the British Empire. Story's conclusions are:

"A doubt of the wisdom of alliance with an Oriental Power, an anticipation of racial animosities, consequent upon the growth of a national spirit in the hitherto moribund nations of the East, and a belief that the commerce of Great Britain will suffer in competition with rivals she has herself fostered."

The nation that is Britain's ally is, owing to that Alliance, fast becoming a commercial Power that is Britain's strongest antagonist. Col. Murray states that Japan will undoubtedly secure the carrying trade of the whole Asiatic Pacific. Murray's book, "Imperial Outposts," furnishes, in itself, a striking sidelight upon the Alliance. The excellent maps and photographs add interest to a readable account of the strategic aspects of the long chain of Imperial outposts on the road between England and . . . Australia? No; Japan. Murray's primary purpose was to examine the conditions under which communication along the main highway round the Empire can be maintained with Japan in the event of a maritime war. The Alliance has made it necessary to keep the road clear between the two parties. Australia does not lie on that highway. Col. Murray does not mention Australia.

The Alliance must cease some day. And then? Putnam Weale is explicit:

"The moment is fast arriving when either a complete Russian entente will have to be arranged, or permanent harm will be done to the British Empire."

And the White Man in Asia—the entrenched White Man with the military railways—does not seem somehow quite convinced that he is not going to stay there. This fact Japan, harassed with internal chaos and poverty, will have to learn—that the White Man takes a lot of convincing.

But all these analyses of the Asiatic situation end with the same conclusion. There is a wonderful and alarming stirring of the Asiatic hive. The new spirit of nationalism is abroad. China for the Chinese, Japan for herself and as much of Siam, Korea and Manchuria as she can get; Egypt for the Egyptians, Siam for the Siamese, Arabia for the Arabians—passive resister, or hostile trade antagonist, the aim is the same. Asia is growing self-conscious. It is time to look to our defenses.

Ample evidence is afforded by our writers of the growth of a modern China, a China with a modern army and a new navy, a China that will be able to look after herself. At Shanghai the foreigner lives only on sufferance: "the yellow peril" is a living force of dangerous possibilities. Hongkong the Chinese intend to take by a flank attack; they will sap the trade of the greatest port in the world by establishing a rival Chinese free port between it and Canton, the terminus of an immense system of railways netting the whole of China. At the termination of the Anglo-Japanese Alliance, China will be no longer a negligible factor; she will be possessed of the power, not only of passive resistance, but of hostile action. The problem of China can only be solved by China; and indications point to its solution by the matter-of-fact means of an army and a navy.

Meantime, we have eight years to get ready—a short eight seconds, before the referee calls "Time!"—The Bulletin, Sydney, N. S. W.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 30, 1907.

Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping fair. Nominations were made for delegates to the Convention of the International Seamen's Union of America, to be held at Chicago, Dec. 2, 1907. The election will be held at the regular meetings held at Headquarters and Branches on Oct. 28.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Sept. 23, 1907.
No meeting; no quorum; shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Sept. 23, 1907.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 23, 1907.
No meeting; no quorum; shipping medium; prospects uncertain.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Sept. 23, 1907.
Shipping and prospects fair.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Sept. 23, 1907.
No meeting; no quorum; few members ashore.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 23, 1907.
No meeting; no quorum; shipping prospects fair; men scarce.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 23, 1907.
Shipping fairly good; prospects poor.

H. OHLSSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Sept. 16, 1907.
Shipping and prospects fair.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 26, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Wm. Brisco in the chair. Nomination for delegate to the Convention of the International Seamen's Union of America will be made at the regular meetings held at Headquarters and at Branches on October 10, 1907.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Sept. 19, 1907.
No meeting; shipping fair.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Sept. 19, 1907.
No meeting; shipping good.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Sept. 23, 1907.
Shipping fair.

V. A. OLANDER, Sec'y pro tem.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Sept. 23, 1907.
Shipping good.

R. H. WALKER, Secretary.
55 Main St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Sept. 18, 1907.
Shipping fair.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Alex Cosien, No. 854, a native of Germany, aged 62, died at San Francisco, Cal., on Sept. 26, 1907.

Claus Ludvig Clausen, No. 793, a native of Denmark, aged 27, drowned from the barkentine John Smith, at sea, on Sept. 8, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

WEATHER BUREAU REPORT.

A report just issued by the United States Weather Bureau shows that no less than 250 lives were lost on the Great Lakes and connecting rivers during the 1906 season of navigation, and 229 vessels met with disaster during the season. Of this latter number forty-nine were total losses.

The monetary losses for the season of 1906 amounted to \$2,043,850, apportioned as follows: Total losses, \$1,250,950; partial losses, \$792,900. The aggregate loss during the season was greater than in any season for twelve years up to 1906, for which data are given, except 1905, when the loss in shipping destroyed in whole or in part was \$4,055,250.

Lake Superior's losses in 1906 were more numerous than those of any other Lake, amounting to \$691,000. Lake Erie followed, with \$428,000; Lake Huron third, with \$412,000; Lake Michigan fourth, with \$324,000, while Lake Ontario's record was \$34,900. On the connecting rivers the losses amounted to \$153,150.

The total loss to vessels and vessel property in 1906, due to fog, amounted to \$663,400, and the greatest amount of damage from this cause in any one month was in June, \$217,000. In August fogs were responsible for losses to the extent of \$161,000 and \$75,500 in May. The greatest loss from stress of weather was \$471,750 in December.

While the Weather Bureau report shows that 250 persons lost their lives on the Lakes and connecting rivers during the season of navigation, only eighty of them were lost through stress of weather, the remaining 170 falling victims to other causes, the exact nature of which is not given. The greatest number of deaths occurred on Lake Erie, being 85; Lake Huron is second, with 47; Lake Michigan, 39; Lake Superior, 27; and Lake Ontario, 12.

The worst single fatality was the loss of the Canadian passenger steamer J. H. Jones, which foundered off Cape Croker, Lake Huron, on November 27, with all on board, twenty-six persons going to the bottom.

BURNING OF THE MAJESTIC.

Captain Hugh Hagen, of the steamer Majestic, which was burned to the water's edge recently, says of the disaster:

"A member of my crew discovered the fire, and at once reported to the mate. I was asleep in my bunk at the time. The mate called me, and immediately I ordered all hands to turn to and fight the flames. We went to our task without delay, but the fire had obtained too much of a hold on the ship, and despite our efforts we were beaten gradually back, and the flames got beyond our control. Seeing that further fighting was useless, I ordered my crew to lower the lifeboats. The Majestic was light, and I am unable to account for the origin of the fire. The Majestic is a total loss, and we all had a close call."

It is understood that the City of Glasgow will be repaired before coming down the Lakes again.

AGREEMENT WORKS WELL.

The season of 1907, now rapidly drawing to its close, has been a most prosperous and peaceful one for the vesselowners and their employes. The wage agreement for 1907 between the vesselowners and the seamen, firemen and cooks has, in the main, proven more satisfactory than any previous one. This speaks well for the fairness not only of our employers and our own members but of the executive officers of the vessels also. Trouble, the bugbear of the delegates, is a rare thing, and the "kicker" appears to have emigrated. There are rare exceptions of course, but these only serve to remind us that you can't please everybody all the time. The watch-and-watch for all hands has become an institution on the Lakes, and with very few exceptions it is granted by the officers without protest, and what is far more important, without objection. Say what you will, we all know that it rests with the officers as to whether the vessel will have a happy, satisfied crew, or not. We know that the old saying, "the mate makes the boat" is true; he can make her a good job or a bad one, simply as he feels friendly or otherwise toward the men who make up his crew. This, of course, is true also of the chief engineer and all officers. This is the beauty of Section 6 of the agreement. Few of the officers find any objection to it, and therefore it works smoothly.

The policy of the Lake seamen's unions, that of peace and good will, has proven to be the proper one, and as a result we are now members of the best union in the world, one of the largest and one of the richest. Our members are loyal and true and the disgruntled fault-finder, who has predicted disaster and ruin each winter and each summer is now out of a job. May he never appear again, and may we continue in the same course of prosperity and peace for many, many years.

W. H. JENKINS.

Conneaut, O.

The United States Lake Survey steamer General Williams, engaged in sweeping in the west end of Lake Erie, has re-located the wreck of the steamer Grand Traverse, lying one and one-tenth miles north and five-eighths of a mile west of Colchester lighthouse. The hull lies in thirty-five feet of water and the least depth found on it was twenty-two feet at the present stage of Lake Erie. The wreck has been temporarily marked by a white flag with a red center, with the name, "United States Lake Survey" printed on it.

Work has been begun marking off the new channel across St. Louis Bay, connecting the north channel at the Mesaba dock with the Wisconsin channel, and it is expected that the lighthouse people will put up the lights in a few days. News that this channel is being finally marked by the Government will be good to the masters who make the Mesaba docks. After the lights are installed it is expected that the channel will be used generally by vessels going to the ore docks either in the daytime or at night.

MORE NEW LIGHTHOUSES.

Congressman William H. Ryan returned to Buffalo recently from a three weeks' inspection tour of the lighthouses in Lakes Michigan and Superior. Mr. Ryan, with Congressmen Mann, of Illinois, and Esch, of Wisconsin, comprise the sub-committee on lighthouses. Accompanied by Commander Orchard, Inspector of Lighthouses, they visited a number of important houses on the Upper Lakes in the Lighthouse tender Sumac. The trip started and ended at Chicago.

It has been decided by the committee to recommend the erection of a lighthouse on the White Shoal at the entrance of the Straits of Mackinaw now marked by a lightship. The new lighthouse will cost \$250,000. There will also be erected a lighthouse at the western extremity of Isle Royale, in Lake Superior, over the ownership of which there is now some controversy between the American and Canadian governments. North Manitou Island will get a new lighthouse, which will have to be built in seventeen feet of water, the existing one, half a mile nearer shore, to be abandoned.

ASHTABULA GETS 600-FOOTER.

The period of 600-footers has arrived in Ashtabula, the first ship of that class to visit that port being the steamer Edward Y. Townsend, which arrived on September 8 and was unloaded at the new Lake front docks of the Pennsylvania company. She brought in 11,472 tons of ore, the largest ever unloaded there. As these docks and several of the big steamers are handled by the M. A. Hanna Company, it is expected that the Townsend and like boats will hereafter be regular traders there.

Owing to sharp bends in the river and adjacents slips, it has never before been possible to unload a boat of that class at Ashtabula, but with the installation of the new machines on the straight river front the harbor is in shape to handle anything that may come its way.

Canadian shipping on the Great Lakes has had its most active year in the grain trade thus far. From Fort William and Port Arthur from the opening of navigation, April 30, to July 31, the following grain shipments were made: Wheat, 22,275,141 bushels; oats, 7,061,650 bushels; barley, 619,717 bushels; flax, 281,410 bushels. The bulk of this was carried in Canadian vessels. Foreign vessels carried 5,838,069 bushels of wheat, 969,518 of oats, and 38,521 of barley. Shipments to Montreal were 18,656,805 bushels, and to Buffalo 8,607,506 bushels.

Blame for the collision between the tugs M. D. Carrington and Walton B., at the Interstate bridge, September 7, has been placed upon the pilots of the two vessels, and their pilots' licenses have been suspended fifteen days each. They are John H. O'Meara, of the Carrington, and T. R. Cartland, of the Walton B. At the investigation both men admitted having violated the harbor regulations.

MARINE ITEMS.

Two ordinary-seamen were fined at Conneaut recently for shipping on steamers to get meals, eating those meals and deserting the boat.

The floating drydock at Bay City, owned by James Degrace, and which was operated for years by F. W. Wheeler, has been sold to James Demarest, of Toledo.

Last season, from August to December, inclusive, vessels moved 57,028,580 bushels of grain of all kinds from the Head of the Lakes. Present indications are not bright for a repetition of so large a movement this year.

Comrade Frank Kelly, ordinary-seaman, who was hurt at Conneaut in the fall of 1906, and who spent some time in the General Hospital there, will please communicate with W. H. Jenkins, Conneaut, regarding his case, which has been settled.

The new package freight steamer Rochester, being built at Ecorse yards for the Western Transit Company, will be launched the last of the present month. The Rochester is 408 feet over all, and will carry 5000 and 7000 tons of freight.

The Frontier Steamship Company is the name of the company that has placed an order with the Great Lakes Engineering Works for two boats. The company was incorporated in New York State in July with a capital stock of \$630,000.

Word comes from Superior that the body of a man found floating in the slip of the Great Northern dock at that place has been identified as that of George Meyers, oiler of the steamer Niagara, from Buffalo. He was an Odd Fellow, a member of the Firemen's Union, and is said to have a left a wife and two children at Buffalo.

Lake men now believe that the old hoodoo that followed the steamer Peerless, still hovers over that vessel under her new name of City of Muskegon. The boat was released recently after being thirty-six hours stuck in shallow water near the city dock on White Lake. As the Peerless, the steamer a short time ago broke an eccentric rod five miles out from Muskegon.

The Lake Survey steamer General Williams reports the discovery of a wreck in thirty-six feet of water two miles north and east of Colchester light. It lies close to the track of boats bound for Detroit River, and taking the north side of Colchester light. It has twenty-three feet of water over it at the present stage, but in stormy weather would be a dangerous obstruction.

The steamer Crete was launched at the Lorain yards of the American Shipbuilding Company on September 7. The Crete is built for the Lackawana Steamship Company and is the third of eight which will be constructed. She is 500 feet over all, beam fifty-two feet and depth thirty-one feet. She will be fitted with Scotch boilers and American Shipbuilding Company's engines. Captain F. B. Huyck will take the Crete out within five weeks.

NO UNNECESSARY WHISTLING.

Managers of some of the prominent Lake fleets are giving the matter of unnecessary whistling close attention. The first to take action was General Manager Schantz, of the D. & C.-D. & B. lines, who will instruct the captains of the combined passenger fleet that in the future there must be no unnecessary whistling of any nature. The captains will be instructed not to answer complimentary salutes from other vessels, as such whistling is in violation of the Government rules, and is regarded by the company as a dangerous proceeding, particularly where a large number of vessels are constantly passing, as is the case in the Detroit and St. Clair rivers.

It is settled that the Steamboat Inspectors, who have no option, will enforce the ruling covering the matter of unnecessary whistling.

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

Robert Reesor, No. 5174, Lake Seamen's Union, is requested to communicate with G. O. Reesor, 103 Fuller street, Toronto, Canada.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA....Box 235
KINGSTON, ONT., CANADA....(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
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Fibre Ware—Indurated Fibre Wire Company, Lockport, N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings and Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).
Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hohenok, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

A QUESTION OF RACE.

There was another slight eruption from the volcano that underlies the western and northwestern shores of America at Bellingham, Wash., and spread to Vancouver, B. C.

Ever since the Burlingame treaty with China the causes for these eruptions have steadily grown, and now the situation has become so acute as to threaten the world's peace. Many superficial writers and publicists carry the idea that these outbreaks are merely over a question of wages and that labor unions foster them from selfish reasons. There could not be a more erroneous idea. The question of race and religious supremacy, the ideals of Christianity and of civilization, governmental standards and of the progress of the white race, are the underlying causes.

In the days of Dennis Kearney those with selfish interests to conserve gave out to the world that the antipathy to the Chinese arose from a question of wages alone. The truth was, and is, that it was the habits, the standard of living and the environments which the Asiatic brought with him that aroused the white working people. They did not desire to be reduced to the level of wharf rats for homes for their families. Neither did they wish to raise families in such surroundings. They did not desire their girls and boys to be reared in familiarity with ferocious vices of the Tongs. And they made that protest heard and heeded.

Now the people on the Pacific Coast have two other brands of the same type to contend with, the Hindoos and the Japanese. The same things that caused the outbreaks against the Chinese are the same that impel the Canadians, the Australians and the people of our Pacific States. The time has come when there will be an armed clash between those of the Occident and the Orient, between the followers of Christ or Buddha, for white or yellow supremacy, and it is begging the question to argue that it is due alone to wages or labor conditions, though if that is to be the one discussed by the proponents of Asiatic and servile labor generally who allege that the white, free laboring man of the United States cares for nothing but high wages and short hours.

But that is reducing the question to material ground and away from the lofty ideals of Christianity and civilization, which are the things really involved. It is not as some assumed the Saxon against the Slav, but the Saxon and the Slav against race and religious extinction. The Caucasian race can not uplift the Mongolian to its plane; the history of the Mongolian race is a history of the subjugation and the absorption of every other race to the Mongolian's ideals and race with which it came in contact. And these conflicts on our Western Coast are the first symptoms of rebellion of the white man against extinction and absorption. Just as the red man could not withstand the contact with the white man so neither can the white man withstand the contact with the yellow man. An apt instance of this can be found in the Sandwich Islands. Governor Dole, who first welcomed the Japanese to Hawaii, only last week declared that the Island was to all intents and purpose a Japanese colony, and that every steamer carried white people from the Island because they could not abide under Japanese conditions. The same is true in various portions of California, Washington, Oregon and Texas. Just

as Australia has shut the door against the Jap it will be shut in the United States, Africa and Canada. It is either that or a Mongolian supremacy in these countries. One or the other must and will go.

When the armed struggle comes for supremacy there will be no doubt of the issue, and future historians will eulogize the now much despised trade-unions and point out that it was through their efforts that Christianity and civilization were saved, and some spot on the Pacific will bear the same relation to the struggle that the heights of Valmy bear to the conflict that saved Europe from Moslem domination.—United Mine Workers' Journal.

TYPOTHETAE ATTENDS FUNERAL.

International Typographical Union, Office of the President.

Indianapolis, Indiana, Sept. 12, 1907.

To the Membership of the International Typographical Union:

The United Typothetae of America was in convention in Niagara Falls, Canada, on the 10th and 11th of this month.

I am in a position to state positively that not more than thirty delegates were in attendance upon this convention.

The sessions covered only two days, approximately a total of only twelve hours.

President Berry, of the International Printing Pressmen and Assistants' Union, appeared before the convention and requested a modification of the contract between the International Printing Pressmen and Assistants' Union and the United Typothetae of America on the "Closed Shop" question. His request was turned down by the remnant of the Typothetae. I understand that President Berry will recommend to his organization, on a referendum proposition, that immediate demand be made for the eight-hour day and "Closed Shop."

My information is also to the effect that a more disconsolate, disgusted, and utterly routed relie of a once great organization never met in convention than the United Typothetae of America in its Niagara Falls session this week.

Claim was made in the newspapers in an inconspicuous item that 150 delegates were in attendance at the Typothetae convention. But I reiterate, and am prepared with evidence to sustain the statement, that not more than thirty delegates were in attendance, and that the convention was an absolute, abject failure.

If any further evidence were needed that we have won the greatest industrial battle of modern times, that beyond peradventure we have established the eight-hour day, that we have contributed most materially to the universal shorter workday, it was furnished by the pitiful exhibition of the United Typothetae of America in annual session in Niagara Falls this week.

Faternally,

JAMES M. LYNCH.

Since the adoption of the present Chinese Immigration Act in January, 1904, providing for a poll tax of \$500 on every Chinese laborer who enters Canada, only forty Chinamen have been added to the population of Montreal, adding \$20,000 to the revenue of the Dominion Government. There are now 1,700 Chinamen in the local colony at Montreal, and with a tax of \$500 a head on laborers its growth is practically prohibited.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

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The Coast Seamen's Journal

Can be procured by seamen at
Any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Dietrich Doerflin, born 1861, is inquired for by the German Consul at San Francisco, Cal.

Ludwig Luhrs, a native of Altona, Germany, is inquired for by the German Consul at San Francisco, Cal.

August Ferdinand Johansen is inquired for by his brother, Otto Wilhelm Johansen. Address British ship Craighall, Newcastle, N. S. W.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

APPEAL FOR TELEGRAPHERS.

General Offices, Monon Building, Chicago, Illinois.

Chicago, September 16, 1907.

To Organized Labor—Greeting:

The Commercial Telegraphers' Union of America is now engaged in a tremendous struggle with the Western Union and Postal Telegraph Companies and the Associated Press. The fight was not of our seeking, but came as a result of a lack of good faith on the part of the employers in negotiations with our representatives.

Over 80 per cent of the Commercial Telegraphers are on strike, and over 90 per cent of those directly employed by the two companies and the Associated Press. Our members reported to the strike call unanimously, and 90 per cent of those telegraphers who were not members walked out, and are still out.

We are contending for principles vital to every trades unionist, and we believe a defeat for us would be a setback to the entire labor movement.

Our demands are:

An eight-hour day.

Equal pay for equal work by men or women.

Fifteen per cent increase.

That the companies furnish typewriters.

We are now in the fifth week of this struggle and sooner or later victory may depend on our ability to give financial assistance to the strikers.

Our treasury contained a creditable amount at the beginning of this trouble, but the drain has already proven a heavy one.

For more than a month the strikers have presented a solid front, reiterating day after day and week after week their determination to remain out until an honorable adjustment is had. The employers, on the other hand, "stand pat" and say to the press "the strikers will return to work once their pockets and stomachs become empty."

It comes to us from reliable sources that the Board of Directors of the Western Union, at their meeting a week ago, decided to continue the fight for a limited time, or so long as the public will tolerate the demoralized condition in which the telegraph service of the country is now in.

Feeling that we can not with honor to ourselves, and in justice to our fellow-workers and those in sympathy with the trade-union movement surrender to the telegraph trust, we make this appeal for financial assistance, in order that we may care for our members while the strike lasts. Our fight is won now so far as the sticking of our membership is concerned, but we must have outside assistance in order to win.

Men and women can not be expected to long contend for their rights upon hungry stomachs; to provide at least the absolute necessities of life is essential, and to secure these we require your financial assistance. We therefore ask your aid. We trust we will hear favorably from you and assure you that your aid will be appreciated.

Fraternally yours,

S. J. SMALL, President.

Attest:

WESLEY RUSSELL,

General Secretary-Treasurer.

N. B.—Make all checks or money orders payable to Wesley Russell, Secretary-Treasurer, Room 930, Monon Building, Chi-

cago, Ill., and notify S. J. Small, President, same address.

Office American Federation of Labor.

Washington, D. C., September 18, 1907.

To Organized Labor:

The appeal of the Commercial Telegraphers' Union for financial assistance has the full indorsement and approval of the Executive Council of the American Federation of Labor.

Realizing the tremendous importance and the vast interests involved, the Executive Council tendered its good offices to both the organization and the companies. The organization accepted the offer, both the companies spurned it. It is evidently the policy and hope of the companies to not only crush the Telegraphers' organization, but their spirit and aspiration for a brighter and better day. While we do not aim at the humiliation of the companies, yet labor and its friends can not permit the men being ridden over roughshod.

An honorable adjustment of the contest can be attained, if the companies understand that the telegraphers can not be starved into an unconditional surrender. To accomplish this purpose labor must come to the financial assistance of the telegraphers.

All unions are urgently requested to at once donate and voluntarily contribute as generously and promptly as possible and to forward same to Wesley Russell, Secretary-Treasurer, Room 930, Monon Building, Chicago, Ill., and notify S. J. Small, President same address.

Fraternally yours,

SAMUEL GOMPERS,

President American Federation of Labor.

FRANK MORRISON, Secretary.

GERMAN LABOR MARKET.

According to the following statistics German industries are in a flourishing condition: For the months of May and June, 1907, there were for every 100 open positions for skilled and other labor 100.7 and 94.4 persons, respectively, against 101.5 and 105.1 persons during the same months of 1906; 119.7 and 113.4 persons in 1905, and 172 and 167.8 persons looking for employment in the respective months of May and June, 1902. The over-supply in the labor market has disappeared and a scarcity of help has set in. Such a condition has not existed in Germany since the year 1900, and only in the year 1899 was the scarcity in help felt more than now. In the iron industry the business for the month of June was still heavier than for May, and nearly all important iron industrial centers report scarcity of help. The building branch alone suffered a relapse in activity, which is mainly due to inclement weather, stiffness in the money market and the many strikes in that branch. The mining business has improved so much that although quite a number of men from the building branch were employed in the mines, the demand for skilled labor in the mines could nowhere be sufficiently supplied. In many textile and clothing manufacturing districts the lack of tailors is much complained of. The scarcity of female servants is greater than ever. Help for the agricultural districts, although far from sufficient, is somewhat easier to get this year than last.

VANCOUVER'S PECULIAR IDEA.

Nearly 1,000 Hindoos, 149 Chinese, and 114 Japanese arrived at Vancouver, B. C., by the steamer Monteagle on Wednesday. Strange to say, the loyal British subjects who have made their homes in Vancouver neither welcomed the Chinese, nor the Japanese, though the subjects of England's ally, nor even their fellow subjects from Hindoostan.

In fact, so much popular distrust of "the little brown brothers" has been shown in Vancouver of late, and so much was displayed on this occasion, that Mayor Bethune felt constrained to inform the captain of the Monteagle that he could not guarantee the Oriental visitors a pleasant or even a peaceable reception.

However, the ingenuity of Mayor Bethune has suggested a method of dealing with the situation which may serve to bring home its meaning to those really responsible for it. The method is that the citizens of Vancouver do more than was asked of them for their Oriental visitors, and charter a special train to convey them to Ottawa, the seat of the Dominion Government, there to be disposed of according to Government wisdom.

To show his faith by his works Mayor Bethune headed a public subscription with \$100, and the latest reports from Vancouver indicate that the sum required will be raised, and this contingent of "brown brothers" added to Ottawa's population instead of to Vancouver's.

Mayor Bethune's plan seems to possess several merits. If carried out it would, in a way, give to the Dominion officials an object lesson whose effects might be salutary. Furthermore, as most of the persons with whom it is to be applied are British subjects they should be as welcome in Ottawa as Ottawa thinks they should be in Vancouver.

It is to be hoped that the white men of Vancouver will carry out their plan for the entertainment of the Oriental visitors. Sending them to Ottawa may have the effect of a trephining operation upon certain Governmental skulls there and in London. It may wake up some Governmental minds there and in London to the truth that the prejudice of white men against living with yellow men is something that can not be argued down or sentimentalized away.

It is equally to be hoped, however, that San Francisco will not imitate Vancouver by sending on to Oyster Bay the next shipload of Japanese that arrive. The Japanese are not American citizens, nor even the subjects of a power with which the United States Government has an offensive and defensive alliance.

Hence, Mr. Roosevelt, despite the admiration that he has expressed for the Japanese as a people in a message to Congress, could hardly be expected to take a lively personal interest in a thousand or so of them, dumped into Oyster Bay all at once, and might find their presence embarrassing.—Inter Ocean, Chicago, Ill.

The new immigration plan in the State of Sao Paulo, and more or less in Brazil in general, is to found colonies of people of one nationality. Hence the Secretary of Agriculture at Sao Paulo is making arrangements to establish several German colonies at once. At present the 1,500,000 Italians constitute the dominant nationality.

World's Workers.

News comes from the sugar districts of Australia that white labor is working splendidly, and there is no scarcity of men.

Sawmill employes at Lismore, New South Wales, have secured through their union, a substantial increase in wages, the eight-hour day, and preference for unionists.

It is reported that a large number of the French priests who lost their livings owing to the Separation law are having recourse to manual labor in order to earn their living.

The New Zealand waterside workers are urging the Parliament of that country to limit the size of coal baskets to five to the ton; carrying baskets twelve to the ton; and grain sacks to not more than 200 pounds.

Labor leader Bath, of West Australia, condemns the amended Arbitration Act introduced by the Government of that State, as a primitive measure aimed at trade-unionism, and actuated by the worst manifestations of party bias.

The temperance question was discussed at the Social Democratic Convention in Essen, Germany. Only one vote was cast against a resolution whose main feature was an expression of opposition to the use of alcohol in any form during working hours.

Recently the Colonial Sugar Refinery Company, at Alooomba, Queensland, insisted on five drivers, who had been on non-agreement for five weeks, signing the company's cast-iron agreement, and because they refused five Japs were put on in their places.

Great Britain is on the eve of a vast railway strike, possibly the greatest the world has ever known. The employes want the committee of directors officially to meet a committee belonging to their union to discuss their alleged grievances, with a view to amicable settlement.

The Adelaide (Australia), Warehousemen, Shop Assistants, and Clerks' unions have recently become affiliated with the local Trades and Labor Council. Queensland clerks have no union, and the respect in which they are held by employers can be measured by the low wages they receive.

In giving his decision in the Arbitration Court in connection with the claims of the Sydney (Australia) Shop Assistants' Union, Judge Heydon pointed out that the establishment of a fair wage might cause loss to some employers, but as a whole the industry was prosperous, and to wait until no one was injured would be to wait forever.

Seven workmen and two girls were executed at Lodz, Russia, on September 23 by shooting without trial for participating in the murder of Marius Silberstein, owner of a large local cotton mill, who was killed by his employes on September 13 because he refused to pay them for the time they were out on strike. Police and troops made a sudden descent on the mill and arrested 800 of the employes.

The joint board of the Parliamentary Committee of the Trade-Union Congress, the General Federation of Trade-Unions, and the Labor party of Great Britain have issued a report on unemployment, in which it is recommended that trade-unions be urged to abolish overtime, and that where this is not wholly possible, it be restricted to the narrowest limits, and that when worked, it be penalized to the fullest extent.

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Portland, Or., Letter List.

Arras, Moritz	Kaufold, E.
Andersen, -1550	Lyeche, H. M.
Anderson, A.	Lettve, Honore
Andersen, Fritjof	Lang, G.
Bjorkman, Chas.	Lindstrom, Emil
Bergh, Edw.	Lindeman, A.
Bawens, Edemon	Le Fever, Louis
Bjorkas, Herman	Maack, Hans
Boose, Paul	Nordstrom, Knut
Bluhm, Peter	Olaf
Dalton, Thos. H.	Nurmi, E. W. -865
Ellassen, O. E.	Nurminen, J. V.
Elving, Gust	Olsen, Arthur G.
Ehlers, Henry	Olsen, Albert
Eriksen, E.	Ordig, Bruno
Enzbretsen, Dan. B.	Petersen, Ed.
Gordlad, Arthur	Pettersson, G. E.
Gustafson, E. A.	Petterson, Harald
Goethe, Victor B.	Petterson, Mauritz
Griel, B.	Raetz, Aug.
Hartman, Karl	Rasmussen, Adolph
Helms, Wm.	Rosenvald, Isak
Hansen, John	Russell, Ed.
Hansen, Harrauld	Svendsen, Thorval
Ivers, John	Selander, Gust
Jaensen, Hans	Swanson, Ivar
Jacobsson, John	Smith, Max
Johannessen, Hans	Schmidt, E.
H.	Staafl, Louis
Jansen, -1728	Thomson, John
Janson, Oscar	Tyrholm, Johan
Johanson, A. J.	Udd, John
Jorgensen, Ernst	Vincent, Joseph
Kristoffersen, Emil	Walter, M.
Kaderhecht, Alf.	Westin, John
Karlsson, A. M.	Wilsen, Anders

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Joseph	Helenius, K.
Aga, Johan	Henning, L.
Akesson, H.	Hikellert, E.
Allendson, H.	Hill, G.
Albers, G.	Hagberg, W.
Albertsen, J.	Howell, A. S.
Amundsen, A.	Hoglund, F. V.
Amnell, A.	Holti, J. W.
Anderson, A. M.	Honde, P.
Anderson, E. -1149	Holmstrom, O.
Anderson, H. M.	Hustide, H.
Anderson, Axel	Hultberg, E. J.
Anderson, Victor	Ingebreetsen, John
Anderson, L. T. -735	Ingebreetsen, Karl
Anderson, Hjalmar	Ingalls, W. L.
Anderson, Oscar	Iversen, S. B.
Anderson, J. -760	Isaksen, I.
Anderson, J. E.	Ivarsen, I.
Andersen, -1520	Jacobson, Ole
Apps, P.	Jacobsen, J. A.
Appelquist, O. T.	Jacobs, W. M.
Arnesen, Martin	Jacobsen, Johan
Aspen, K. D.	Jacobsen, H. M.
Austlin, M. M.	Jacobsen, John
Bateman, S. J.	Jack, P.
Berg, Albert	Jacobsson, Johan
Bernard, S.	Jensen, P. -1431
Bell, Erik	Jensen, E. -1298
Bensen, F.	Jensen, J. G. -1668
Bernert, F.	Jensen, P. -748
Behrend, F. C.	Jensen, J. G. -686
Berg, J. E.	Johansen, T. B.
Bee, H. M.	Johansen, A. P.
Bee, Colin	Johansen, Th. P.
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Sande, Anton
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Labor News.

A strike of Greek laborers employed by the Southern Construction Company at San Diego, Cal., occurred recently, owing to their refusal to work with Mexicans.

A general strike of boiler-makers on the Chicago Great Western, Great Northern, Northern Pacific and Soo railroads was called on September 14, and it is expected that the shops of the entire systems of those roads will be tied up.

Thirty-eight girls employed in the factory of the Capital Candy Company at Sacramento, Cal., went on strike on September 18. They demand a nine-hour day. They have been compelled to work nine and one-half hours.

It was announced that several boiler-makers from the East have left St. Paul for Brainerd to reopen the big Northern Pacific boiler shops at that plant, which have been closed by the strikes. The strikers assert that the imported men are unskilled.

A dispatch from Honolulu, T. H., says that the Spanish immigrants brought to that city some months ago are giving satisfaction in all parts of the Islands where they have gone. For the most part, too, they have remained on the plantations where they went to work first.

A dispatch from Fall River, Mass., says that cotton spinners who formerly earned as low as \$8.50 a week are now making \$18 to \$21 in the same time. Weavers are now earning as high as \$18 a week, and improvements in machines have made the work much easier.

An appeal signed by President Small, of the Telegraphers' Union, and President Compers, of the American Federation of Labor, to organized labor throughout the country for financial assistance to striking telegraphers was issued from the Federation headquarters on September 17.

George A. Pettibone was unable to appear in the District Court at Boise, Idaho, on September 17 to have his case set for trial. An affidavit of the attending physician states that Pettibone is suffering from ulceration of the bladder, which, unless soon checked, will prove fatal.

The Brotherhood of Engineers in Kansas City, Mo., asserts that as a result of a vote recently taken, 97 per cent of its members on the Missouri Pacific railway favor a strike because of the company's refusal to make certain concessions involving the round-housing of locomotives at the end of the runs.

Operating officials of the five railways involved in the strike of the boilermakers—the Great Northern, Northern Pacific, Chicago Great Western, Chicago, St. Paul, Minneapolis and Omaha, and the Minneapolis, St. Paul and Sault Ste. Marie—have formed an organization to meet strike conditions. The organization will at once proceed to fill the places vacated by strikers.

A general order issued by the War Department on September 17 is calculated to put an end to the long-drawn-out controversy between organized labor and the Army engineers over the question of enforcing the eight-hour day on all Government work. The labor unions win decisively, for the new order is in the shape of an amendment to the Army regulations making the Eight-Hour day general.



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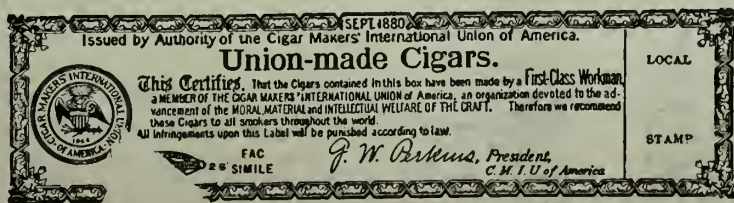
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News from Abroad.

The Czar of Russia has ordered the formation of a regiment of picked men to attend upon and protect him.

It is semi-officially reported in Tokio that Viscount Aoki will be succeeded as Ambassador at Washington by Baron Kaneko.

It is reported from London that the United States Navy has placed an order for 100,000 tons of coal with Welsh firms.

An earthquake during the night of September 22 and 23 damaged many houses and churches at Guatemala. The coffee district was not affected.

It is generally acknowledged that the second International Peace Conference, now in session at The Hague, will be barren of any result making for peace between nations.

The total number of recruits who will be called out for service in the Russian army this year is 463,050. Of these the government of St. Petersburg will furnish a quota of 3782.

Over 177,000 British and Irish emigrants went to the United States and Canada during the past year, according to a British Board of Trade return recently issued. The total is greater than that of any year since 1887.

Three revolutionists recently attacked and wounded the chief of the rural constabulary in his village at Zhitomir, Russia, and wounded six peasants who pursued them. The peasants finally caught the revolutionists and lynched them.

The British Admiralty has decided, it is said, that all the vessels of the Dreadnought class now building shall be armed with eight new-type 13.5-inch guns, so disposed that all can be fired on either broadside. The new weapons will be over fifty feet long.

A newspaper states that Professor Joly has completed a geological examination of specimens of the strata collected from the borings for the Simplon Tunnel. He found rich traces of radium, indicating larger deposits than any hitherto discovered in Europe.

The transatlantic liner Princess Yolanda was launched at Genoa, Italy, on September 22, but turned over and sank as soon as she reached the water. The Princess Yolanda is of 10,000 tons and 450 feet long. She is valued at \$200,000. Divers are endeavoring to ascertain the extent of her damage.

Intense indignation has been aroused in Belgium and England by King Leopold's trick of making himself concessionaire of the Congo Crown Domain, which virtually prevents annexation of the Free State by Belgium. There is talk of sending a British fleet to blockade the mouth of the Congo River.

Arrangements are rapidly progressing for the entertainment of the Kaiser and Empress of Germany in England toward the middle of October. The Imperial visit is expected to last a week, and will be marked by great official and social events in Buckingham Palace, the Guildhall and Windsor Castle.

Ratification of the Anglo-Russian convention took place at St. Petersburg on September 23. The Anglo-Russian convention regulates the respective interests of Great Britain and Russia in Tibet, Afghanistan and Persia. Each of the contracting powers agrees not to endeavor to obtain any advantage in Tibet and Afghanistan which might be to the disadvantage of the other.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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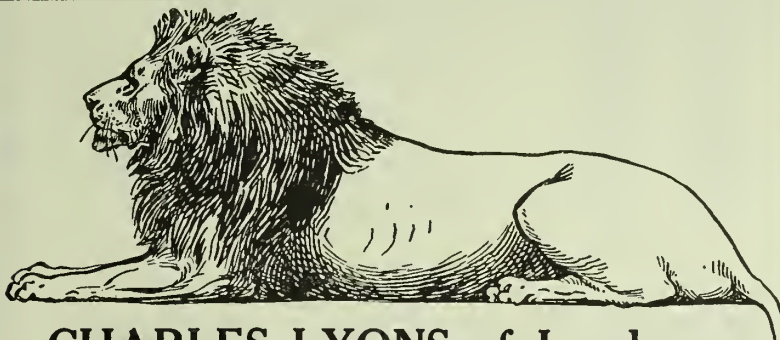
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Elaborate and beautiful ceremonies
marked the observance of Robert Ful-
ton Day at the Jamestown Exposi-
tion on September 23.

The Philadelphia-New Orleans line
project, which is being strongly ar-
gued by merchants of the Crescent
City, is receiving careful consideration
by the Philadelphia Trades League.

For the first time in the history of
ocean travel the police of New York
City and the transatlantic steamship
companies have united in a war on the
gamblers who ply their trade on the
ocean liners.

The heaviest gale reported in forty
years swept the Newfoundland coast
on September 19. Eleven fishing
schooners and ships were driven
ashore at various points or foundered
at their moorings.

Should the investigation of agents
sent to South America by Philadelphia
capitalists prove that the undertaking
is feasible, a direct steamship line will
be inaugurated shortly between the
former port and Brazil.

The Bureau of Navigation reports
that 124 vessels of 57,205 gross tons
were built in the United States during
August, 1907. The largest steam ves-
sel included in these figures is the
William M. Mills, of 7962 gross tons,
built for the Weston Transit Com-
pany.

Captain George B. Hunter, of Dela-
ware, has sold to Captain Charles E.
Risley, formerly of the schooner Paul
Palmer, the Philadelphia schooner
Madeline Cooney, formerly in the
coasting coal and lumber trade. Cap-
tain Risley will take command of the
Cooney.

Engineers employed by the Mer-
chants and Miners' Transportation
Company have virtually assured their
employers that they would ignore the
order of the Marine Engineers' Union
and would not insist on the enforce-
ment of a higher wage scale after
October 1.

Secretary of the Navy Metcalf has
awarded the contract for the construc-
tion of five torpedo boat destroyers,
provision for which was made by the
last Congress, to the Cramps, Bath
Iron Works and New York Shipbuild-
ing Company. Turbine engines of
the Parsons type are to be installed
in the boats.

The schooner Decorra, from New
York for Eastport with coal, which
was abandoned by her crew of six
men in the Bay of Fundy on Septem-
ber 6 in a sinking condition, has been
stripped of her stores, ropes and fit-
tings, presumably by wreckers. By
order of the receiver of wrecks the
vessel has been stripped of her sails.

Preparations for the defense of the
America's Cup have begun by the
New York Yacht Club. At least one
syndicate is being organized to build
a yacht to defend the trophy and
there may be a second, perhaps more.
There seems to be only one opinion
as to the management of the de-
fender. Every one appears to agree
that it will be vested in E. D. Mor-
gan.

That New York shippers realize the
possibilities of commercial relations
with ports in South America was
shown recently in the announcement
of an additional line of steamships to
the west coast, which will make Val-
paraiso, Iquique, Callao and other
large ports along the Coast its des-
tination. The line will be opened
with a six weeks' service, with the
operation of six vessels.

With the Wits.

At the Intelligence Office.—"I want a plain cook."

"Well, you'll find plenty here. This ain't no beauty show."—Baltimore American.

She Wanted to Know.—He—"Brains are not needed to win success in these days."

She—"Is that an acknowledgment or a boast?"—Chicago Record-Herald.

Miss Screecher—"I am saddest when I sing."

Mr. Collier Down (absently)—"I should think you would be."—Brooklyn Eagle.

A Hint.—Sandy—"Don't you love to hear the music of those bells coming over the water?"

Mandy—"Yes, I adore anything that has a ring connected with it."—Chicago News.

The Truth of It.—She—"I always think of motoring as the poetry of motion."

He—"Yes, until the machine breaks down. Then it becomes blank verse."—Puck.

Sleeping in a Church.—Rector (showing a stranger the church monuments)—"My grandfather has slept in this church for eighty years."

Stranger—"Is he living?"—Yonkers Statesman.

Not a Disbeliever.—"I suppose," remarked the dear girl, "that you do not believe in love at first sight?"

"Oh, yes, I do," rejoined the old bachelor. "If men were gifted with second sight they would never fall in love."—Home Magazine.

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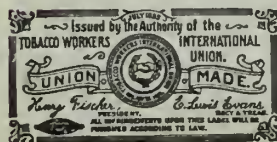
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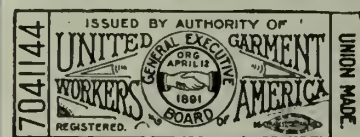
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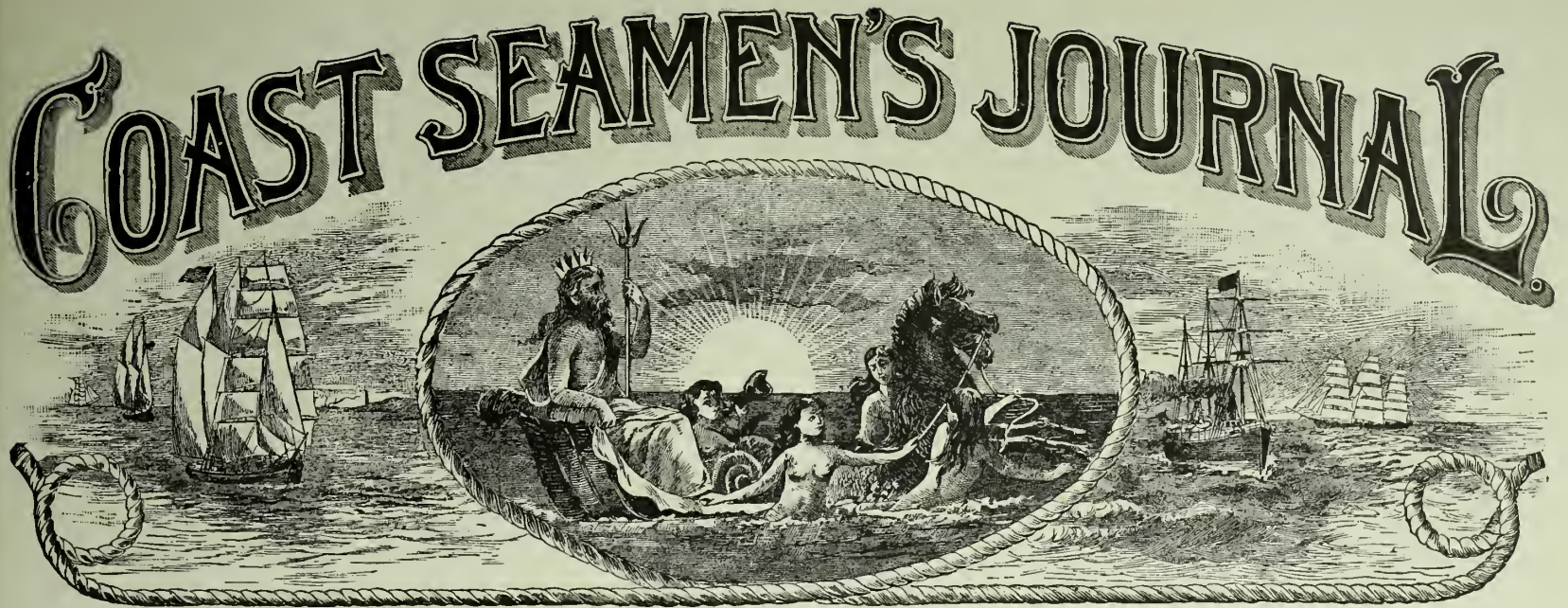
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VOL. XXI, No. 3.

SAN FRANCISCO, WEDNESDAY, OCTOBER 9, 1907.

Whole No. 1043.

TAFT AND THE INJUNCTION.

SINCE the announcement that Secretary Wm. H. Taft is an avowed aspirant for the Presidential nomination, it has been arranged that he should deliver a number of addresses on his way westward, making a visit to the Philippines, Japan, and China, and do such "other things" as will tend to further his aspiration. He recently delivered the first formal address at Columbus, Ohio, and then at different points, reaching Oklahoma City, and thence to Seattle. In each speech he discussed several important questions of general or local character. In the last few addresses he devoted considerable of his time and attention to the subject of injunctions, and to this we desire to call especial attention.

One of the reasons which he gave for advising the people of Oklahoma to reject the Constitution was that, in his opinion, it contained a bad and dangerous limitation upon the power of the courts to grant and enforce writs of injunction. Mr. Taft, it appears, was very "strong" and "outspoken" in his handling of this question.

The injunction, he declared, was one of the most valuable, beneficent, and essential instruments of law and justice. It was even more necessary for the protection of the poor than of the rich, and to limit it in any way would put more power in the hands of rich criminals and oppressors.

The provision to which he so seriously objected did not, however, limit the power to issue injunctions. It only limited the power of judges to punish alleged violators of injunctions, to send them to prison for alleged contempt of court without trial by jury. It is to the intervention of a jury between the injunction and the sentence for contempt that the Secretary took exception.

It does not appear that he was in a humorous mood. He seemed wholly in earnest, he argued that it is essential to the protection of the poor man that judges should have the power to find men guilty of contempt and give them prison sentences without referring the facts of the case to a jury of the defendant's peers.

Now, we do not think it necessary to enter into any prolonged controversy with Mr. Taft on this point. Organized labor is quite competent to judge how much the power of judges to declare men guilty of contempt and condemn them to imprisonment has, in the past, benefited the poor man or is likely to benefit him in the future. The idea that the rich would derive advantage from the limitation of this power suggested by the Oklahomans (a limitation made necessary by the developments of the last 10 or 12 years) will appear to all intelligent workmen as a solemn joke—which it is.

The argument, however, becomes interesting in connection with Mr. Taft's aspirations in the political field. It shows that he has not changed his position since his campaign in Congressman Littlefield's district last year. Now, as then, he ignores all the fundamental and vital objections to the abuse of the injunction and the consequent abolition of trial by jury in labor cases. He still seeks to evade the issue, to find sophistical reasons for upholding a monstrous abuse. He has learned nothing and forgotten nothing on the subject since his career as a judge of the Federal Circuit Court.

He was one of the early injunction judges, and as statesman and politician he is evidently determined to defend his record.

Even when he was a judge of an inferior Ohio court—the Superior Court of Cincinnati—he rendered a sweeping decision denying the legality of a perfectly peaceable boycott of what has been called the "secondary" kind. A union had declared a boycott against a certain firm for good, sufficient, and admittedly legal reasons. When other firms, upon request, refused to stop dealing with the boycotted employer, the latter in turn were quietly and peacefully boycotted. Judge Taft not only declared that men had no right to institute such "secondary" boycotts—that is, to refuse to give their patronage to firms dealing with their enemies—but he indulged at some length in reflections and dicta which implied that even "primary" boycotts, no matter how peaceable, are illegal when they are the result of combination and are intended to "coerce" the persons boycotted. The opinion contained some glittering generalities about the right to organize and to strike, even in large numbers and for "doubtful" reasons, but it held that unions which declare and maintain boycotts, even of the primary order, become malicious and oppressive combinations, dangerous to the peace and well-being of the community. In other words, men who quietly trade with those who are friendly to them, and who refrain from patronizing, and ask their friends to refrain from patronizing, those who are hostile to them, directly or indirectly, are malicious disturbers of order and liable to punishment.

An apologist tells us that Judge Taft did not make the law, but only declared and applied it, in rendering this radical decision. Yet the same apologist admits that "the case has been a leading one" ever since, and that Judge Taft "brilliantly applied old principles to new situations." The distinction between judicial legislation and making novel or brilliant applications of old principles, and thus establishing precedents—is about as substantial as that between tweedledee and tweedledum.

As judge of the Federal Circuit Court, Taft had to deal with some far-reaching injunction and contempt cases. In the Toledo and Ann Arbor railroad case he decided that the locomotive engineers of certain roads had no legal right to refuse to handle the freight of another road that was involved in a strike and employing non-union labor. Though, he said, the relation between the roads and the engineers was one of free contract, and the latter might strike for any reason, they could not, while holding their positions, discriminate in the handling of freight. A refusal to handle certain freight would amount to a violation of the Interstate Commerce law and a conspiracy against the Government, as well as against the railroads employing them. This decision compelled the Brotherhood of Locomotive Engineers to abrogate one of its rules and change what it believed to be a perfectly legal method.

In the Phelan contempt case of 1894 Judge Taft decided that a union official had no right to "incite" a peaceable strike among the employes of a railroad in order to help striking employes of another road or carrier. Phelan was adjudged guilty of contempt for violation of an omnibus injunction against "interference" with a certain railroad. If he had urged the men to strike for higher wages, the judge held, he would have been

within his rights; but as he had urged a purely sympathetic strike, he had committed a crime, for a sympathetic strike was a boycott, and a sympathetic boycott was a conspiracy. This case has also been "a leading one" and has often been cited by anti-labor attorneys seeking injunctions against sympathetic strikes and peaceful boycotts.

The opinion of Judge Taft contained some expressions that were favorable to organization and to "selfish" strikes; but these were not, and have not been, of any value. It is too late in the day to attempt to make all strikes criminal or to prohibit combinations of labor. What the militant plutocrats now want is the outlawing not only of sympathetic but all strikes under any circumstances and of all boycotts, direct or indirect, primary or secondary. The Taft decisions have furnished them with ammunition and weapons.

Secretary Taft is not above seeking to influence Congress adversely on pending legislation demanded by labor. He has nothing to say with reference to any measure aimed, or rather that should be aimed at corporate extortion and other ills that afflict the people. The fear that the power of the courts may be curtailed in their attempt to usurp legislative powers and paralyze labor in any dispute with capital (with the labor side absent and unheard) appears to be next his heart, or on his nerves.

After the expression of a superficial and erroneous view as to what should, and what should not, constitute property, he says:

"So you see Mr. Gompers' proposition lacks justice at the foundation. See what the effect would be. It would make a favored class of wrongdoers among the workmen."

So that labor's position on the subject of the injunction abuse may be clearly understood, we set forth some of the fundamental principles of equity upon which labor bases its claims.

The writ of injunction was intended to be exercised for the protection of property rights only.

He who would seek its aid must come into court with clean hands.

There must be no other adequate remedy at law. It must never be used to curtail personal rights.

It must not be used ever in an effort to punish crime.

It must not be used as a means to set aside trial by jury.

We protest against the discrimination of the courts against the laboring men of our country which deprives them of their constitutional guarantee of equality before the law.

The injunctions which the courts issue against labor are supposed by them to be good enough law to-day, when there exists a dispute between workmen and their employers; but it is not good law, in fact, is not law at all, tomorrow or next day when no such dispute exists.

Injunctions as issued against workmen are never used or issued against any other citizen of our country.

It is an attempt to deprive citizens of our country, when these citizens are workmen, of the right of trial by jury.

It is an effort to fasten an offense on them when they are innocent of any wrongdoing.

It is an indirect assertion of a property right in men when these men are workmen engaged in a lawful effort to protect or advance their natural rights and interests. Injunctions as issued in

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OLD BILL.

Old Bill, as he was familiarly called by the boys when discussing—or “cussing”—his peculiarities among themselves, was what, in the vernacular of the forecabin, is known as “a cure”—“a bloomin’ old bug-house,” some of the more inconsiderate ones dubbed him, but this opinion I am hardly prepared to indorse. His official appellation, by the way, was “Mr. Wallace”; and this fact, coupled with just the faintest trace of broadness in his accent, was, I suppose, responsible for the generally current impression that he had first seen the light of day in the “Land o’ Cakes.” I say “impression,” because no one had ever been known to become intimate enough with Old Bill to find out anything about his antecedents from himself. “Cockney” Bob and “Buck Frenchy,” who had sailed with him off and on during many years, told us that they had heard a rumor years ago to the effect that he had been jilted by the young daughter of a shipowner in whose employ he then was; but this, as I said, being only a rumor, which I have never succeeded in having confirmed, I give it here merely for what it may be worth to some reader of the JOURNAL, who, perchance, may have known Old Bill in days when the adjective “old” didn’t fit him quite as well as it did when I sailed with him.

And, in good sooth, he was a strange creature when looked at from the viewpoint of the average here-to-day-and-there-to-morrow sailor. Twenty years he had sailed as second-mate of the bark *Nellie Hawkins*, and in all that time he had never absented himself from her more than an hour or so each trip for the purpose of replenishing his sea-stock. When the vessel came home after having completed a voyage, and all the rest of the crew were paid off and sent ashore, Old Bill always remained on board and “kept ship.” When she went into the graving dock to be coppered and otherwise refitted, he it was who personally saw to it that no leak was overlooked by the caulkers, or dent left untouched by the carpenters. When the riggers were busy with her tophammer his experienced eye followed them everywhere, suggesting here and lending a hand there; and it’s a matter of record that as long as he sailed in her scamp work and the *Nellie Hawkins* never came even within bowing acquaintance of one another. At sea he fussed around the deck all day, and it was quite generally believed that if he slept at all he did so with both ears cocked and only one eye shut. At any rate, no one had ever caught him asleep, for even before the last note of eight bells had ceased to reverberate upon the night air “Mr. Wallace” would invariably be found on deck, either peering up at the sails or else into the binnacle to ascertain how she was heading. In short, if he had vowed to cling to the *Nellie Hawkins* “for better or for worse, in sickness and in health, until death do us part,” etc., he could not have been more concerned about her goings on than he was. It was related of him that on one occasion, when the vessel’s cargo of coal got on fire from spontaneous combustion, and she was towed into a near-by port and there scuttled to save her from total destruction, he camped all alone for night

on two weeks in a rude hut built by himself on top of the cabin, although it was mid-winter and bitterly cold and the swash of the tide at high water frequently threatened to wash him off his perch. Just why he was never promoted by the owners for this and hundreds of other proofs of faithfulness to their interests can only be explained on the hypothesis that though the bird in the hand may be worth two in the bush, yet the latter are always more alluring because more uncertain. Men never waste bait on the fish they have already caught. And so it is just possible that if Old Bill had been more of a kicker and less of the “thou good and faithful servant” sort of worker his official appellation might eventually have been changed from plain “Mr.” to “Captain” Wallace. All of which but serves to point that paradoxical but, alas, ever true moral: Be good and you’ll be lonely.

In appearance Old Bill was tall and spare-built, with a dour, saturnine countenance that had never within the memory of living shipmate been lit up by a smile. Its chief features were a pair of deep-set blue eyes under bushy brows, a heavy, grizzled, sandy beard, and a nose, Roman in shape, but almost Cyrano de Bergerackian in size. For the rest he was nearly bald, slightly stoop-shouldered, with a decided list to starboard in his anatomy, caused, it was said, by a badly set leg that had been broken by a spare topmast which had gotten adrift in a hard gale off the Horn. His voice, though low and more or less indistinct when keyed to a merely conversational pitch, had yet great carrying power; and it was a blowy day, indeed, when Old Bill could not make himself heard all over the ship from the royal yard down. This one faculty probably served more than any other to begot him respect, for few things so exasperate a sailorman when he is aloft as to have to come down on deck for nothing but to find out what the mate is trying to tell him.

In his ways Old Bill was set pretty much the same as all other seasoned old seadogs, only a little more pronouncedly so. His pet aversion was “Irish pennants,” and whenever one of these was sighted streaming in the breeze all work was stopped until the offending object had been cut off and stowed away in the shaking barrel. His favorite breakfast dish was oatmeal porridge—“Scotch pastry,” the captain called it—and he rated salt horse and pickled pork the two most toothsome meats in existence, barring none. “Blackball pie” came next in his estimation. Grog he never drank, but he liked his tobacco. He was a past master in the art of keeping the sailors going at some kind of work or other. When the vessel was homeward bound, and was painted, scraped, varnished, tarred and rattled down, holystoned, etc., and it seemed as though there couldn’t possibly be anything more for anyone to do, Old Bill always had a card up his sleeve that took the trick every time. This card consisted of sundry short lengths of an old mooring chain coiled away down in the fore peak. This old junk he would make the men haul up on deck, chip the rust off it, and paint it with red lead. Our turn at this job came one hot, sweltering day, shortly after we had lost the Northeast Trades and were rolling about becalmed on the glassy, weed-bedecked swell of the Saragossa Sea.

Nothing is so prone to make an old sailor growl as the doing of what he thinks is unnecessary work, and so, what with the heat and the calm, I wasn’t greatly surprised when, presently, I heard “Cockney” Bob blurt out:

“Gawd bli’me, Mr. Wallace, this ’ere is the fifth or sixth voyage, Hi don’t know which, that Hi ham chipping the rust haff this bloomin’ chain, han’ Hi knows hit will never be used for hanythink. Why the bloody ’el don’t you chuck the blawsted thing hoverboard han’ be done with it?”

“My boy,” replied Old Bill gravely, “always keep a thing you seemingly may have no use for for seven years—and then some more—before you throw it away. You can never tell when you may need it.”

This advice of Old Bill became a sort of standing joke with us fellows forward. Whenever a chap was on the point of throwing anything, however worthless, overboard, some one would be sure to holler:

“Hey, ’vast heaving there, mate; keep that thing seven years—and then some more; you can never tell,” etc.

Well, we kept a-hammering at that blessed old chain every day after that, and if nothing had happened we would surely have been at the job yet at the rate we were putting in our licks. But something did happen; something always does happen—especially in stories.

One Sunday morning the news was passed forward, via the “doctor,” that Old Bill had complained to the captain of “feeling poorly,” and that the captain had given him some sort of physic and ordered him to his bunk. Anyway, the old man stood his own watch on that day, and for many days after. Toward the middle of the week it was rumored forward that Old Bill was getting worse. The captain, so it was said, had diagnosed his malady as a complication of several diseases, the whole finding expression in a strong fever, attended with occasional spells of delirium. He remained in this condition until Saturday night, when he became unconscious. By now every one on board was prepared for the worst, and when the news was given out on Sunday morning that Old Bill had slipped his moorings for the Great Beyond in the early hours of the morning watch we felt almost a sense of relief that it was all over. After breakfast we were mustered aft to carry the body up on deck, where it was laid out on an improvised bier at the break of the poop and covered with tarpaulin.

On Monday morning bright and early “Cockney” Bob and I were detailed to get the corpse ready for burial. The mate handed us a small bolt of canvas, twine and palm and needle and told us to go ahead and make the shroud. While I was whetting my knife preparatory to cutting the canvas, “Cockney” Bob measured the corpse so as to get a sort of idea of the length of shroud needed. In doing so he noticed a tiny blue ribbon around the dead man’s neck, to the end of which, tucked away beneath the bosom of the undershirt, was attached a small oiled-silk pouch. Opening it he drew forth from it a photograph carefully wrapped in several layers of fine tissue paper. After unwinding the tissue paper he looked at the picture long

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

RAILWAY ACCIDENTS.

In their annual reports to the Interstate Commerce Commission, carriers include returns for all casualties to passengers, employes, trespassers, and other persons. The following figures therefore are not comparable with details in the Commission's Accident Bulletins, based on monthly reports, that chiefly relate to casualties to passengers and to employes while on duty on or about trains:

The total number of casualties to persons on the railways for the year ending June 30, 1906, was 108,324, of which 10,618 represented the number of persons killed and 97,706 the number injured. Casualties occurred among three general classes of railway employes, as follows: Trainmen, 2,310 killed and 34,989 injured; switch tenders, crossing tenders, and watchmen, 147 killed, 1,026 injured; other employes, 1,472 killed, 40,686 injured. The casualties to employes coupling and uncoupling cars were: Employes killed, 298; injured, 3,884. The casualties connected with coupling and uncoupling cars are assigned as follows: Trainmen killed, 266; injured, 3,590; switch tenders, crossing tenders, and watchmen killed, 18; injured, 170; other employes killed, 14; injured, 124.

The casualties due to falling from trains, locomotives, or cars in motion were: Trainmen killed, 454; injured, 5,215; switch tenders, crossing tenders, and watchmen killed, 7; injured, 159; other employes killed, 84; injured 712. The casualties due to jumping on or off trains, locomotives, or cars in motion were: Trainmen killed, 130; injured, 4,809; switch tenders, crossing tenders, and watchmen killed, 7; injured, 119; other employes killed, 76; injured, 685. The casualties to the same three classes of employes in consequence of collisions and derailments were: Trainmen killed, 693; injured, 5,245; switch tenders, crossing tenders, and watchmen killed, 3; injured, 69; other employes killed, 91; injured, 888.

The number of passengers killed in the course of the year 1906 was 359 and the number injured 10,764. In the previous year 537 passengers were killed and 10,457 injured. There were 146 passengers killed and 6,053 injured because of collisions and derailments. The total number of persons other than employes and passengers killed was 6,330; injured, 10,241. These figures include the casualties to persons trespassing, of whom 5,381 were killed and 5,927 were injured. The total number of casualties to persons other than employes from being struck by trains, locomotives, or cars was 5,127 killed and 4,905 injured. The casualties of this class were: At highway crossings, passengers killed, 3; injured, 8; other persons killed, 926; injured, 1,884; at stations, passengers killed, 48; injured, 96; other persons killed, 566; injured, 647; at other points along track, passengers killed, 3; injured, 16; other persons killed, 3,581; injured, 2,254. The ratios of casualties indicate that 1 employe in every 387 was killed and 1 employe in every 20 was injured. With regard to trainmen—that is, enginemen, firemen, conductors, and other trainmen—it

appears that 1 trainman was killed for every 124 employed and 1 was injured for every 8 employed.

In 1906, 1 passenger was killed for every 2,227,041 carried, and 1 injured for every 74,276 carried. For 1905 the figures show that 1,375,856 passengers were carried for 1 killed, and 70,655 passengers were carried for 1 injured. For 1895, 1 passenger was killed for every 2,984,832 carried, and 1 injured for every 213,651 carried. With respect to the number of miles traveled, the figures for 1906 show that 70,126,686 passenger-miles were accomplished for each passenger killed, and 2,338,859 passenger-miles for each passenger injured. For 1905 the figures were 44,320,576 passenger miles for each passenger killed, and 2,276,002 passenger-miles for each passenger injured. The figures for 1895 show that 71,696,743 passenger-miles were accomplished for each passenger killed, and 5,131,977 passenger-miles for each passenger injured.—Interstate Commerce Commission.

GERMAN DEPARTMENT STORES.

The spread of department stores has been relatively much slower in Germany than in the United States, and they have awakened a much more bitter animosity on the part of many of the smaller dealers. The number of department stores in the Empire increased from 82 in 1904 to 90 in 1906, a growth of not quite 10 per cent. During the same period large mercantile concerns (class 1 on the German tax list) have increased in number from 7,000 to 8,000, or 14 per cent. Smaller concerns (class 2 on the list) have increased from 11,000 to 12,300, or over 10 per cent. Department stores are now in 62 cities, against 60 in 1904. Not a few are evidently distinctly below the rank of large commercial undertakings, as some 11 pay less than \$1,200 tax annually. The growth of the business of department stores is more rapid than the simple increase in number, as these establishments paid 28 per cent more tax in 1906 than in 1904. Business houses of class I show an increase in taxation of 23 per cent for the same period. Evidently the trend is steadily toward proportionately greater power and control of the commercial situation on the part of the larger aggregations of capital.

SOME ANCIENT MARINERS.

Denmark claims some interesting specimens of marine architecture in the five oldest vessels in the world, says Shipping Illustrated. All are still in active service and some even trading to Iceland. The *Albertine* was built in 1794; *Constance*, 1773; *De Tvende Brode*, 1786; *Emil Hauser*, 1786, and *Marie*, 1776. American shipyards, as a matter of fact, can go the Danes one better. The 96-ton bark *True Love*, built at Chester, Pa., in 1764, is, or was up to very recently, in service as a coal barge on the Thames river at London. She has, however, been under the British flag for many years.

Demand the union label on all products.

GREAT SALT LAKE.

Bathing in Great Salt Lake is an unique experience, says the *Travel Magazine*.

Flights of steps lead down into the water from the interminable platform along which the bathhouses are situated. The water is quite shallow at first, and you find a rare enjoyment for a time in wriggling your toes about in the salt that forms the bottom in place of accustomed sand. You are obliged to wade out some distance before you experience the peculiar buoyancy of the lake. First, you feel your feet trying to swim out from under you. You find it more and more difficult to walk. You begin to float in spite of yourself. Then you realize you are non-sinkable. You can't sink if you want to. Throw yourself on your back or sit down or try to swim and you bob about like a rocking chair in a freshet. You feel as though you had been turned to cork. You can't help looking at the phenomenon subjectively. You don't see that there is anything peculiar about the water. It looks and feels like any other bathing water until you get some of it in your eyes or in your mouth. Then you wish you hadn't come. Ocean water is sweet in comparison. In fact, the chemist tells us it is eight times less salty.

You can't drown in the lake by sinking, but you can be suffocated to death, which is just about as uncomfortable and undesirable. We found signs everywhere warning us against being too talkative or too frolicsome in the water.

When we came out we brought with us large deposits of salt on our skin. As the water evaporated we found ourselves covered with white crystals. Only a strong shower bath of fresh water or a good clothes brush can put you into fit condition to dress.

WIRELESS ACROSS ATLANTIC.

Consul A. F. Dickson, of Gaspé, in Quebec, makes the following report on the new wireless telegraph service between the British Isles and Canada:

The Marconi Company announces that it will be prepared for wireless telegraph service between the United Kingdom and Canada in September. The messages will be transmitted between Clifton, Ireland, and Glace Bay, Nova Scotia. The regular rates will be 5 cents per word and the Government and press rates 2½ cents. Great improvements have been made lately to the station at Glace Bay, which has been moved to a more favorable situation and much enlarged. The station at Clifton has also been improved in order to meet the situation. The first stations erected were found to be too small. For some time past the Marconi Company has had communication across the Atlantic, and exhaustive tests have been carried on. The company has been transmitting messages from this side to England for some time, but it is only recently that the communication from England to Canada was thoroughly successful, and now that the tests have proved satisfactory the company intends entering the commercial field at once.

Home News.

Fifteen men were killed and a score injured, several fatally, in a railroad collision at Bellaire, O., on September 28.

Upon the commonly accepted basis that one voter represents a population of five, San Francisco's present population is 425,000.

After January 1, 1908, clergymen who have been traveling upon half rates on all Western railroads will be compelled to pay full fare.

The Supreme Court of Illinois, on October 2, handed down an opinion declaring the new Primary Election Law unconstitutional.

Sebastian de Magill, a coffee planter of Brazil, is in New York raising a filibustering expedition with which to overthrow the Brazilian Government in the State of Minas Geraes.

United States Senator William E. Borah was acquitted at Boise, Idaho, on October 2, of the charge of conspiring to defraud the Government out of valuable Idaho timber lands.

Seven more indictments in the Harrisburg (Pa.) capitol prosecutions were returned by the Grand Jury on October 2. Every man named in the prosecutions has now been indicted.

Nine of twenty-one candidates named in Cincinnati, O., at the Democratic municipal convention refused to accept the nominations on account of the boss methods prevailing in the convention.

The annual report of Adjutant General Ainsworth, dealing with the militia, shows that the strength of the organized militia is 110,995, out of a total of 13,821,696 males available for military duty.

Sir Wilfred Laurier, Premier of Canada, has instructed Dr. Monroe, Immigration Inspector at Vancouver, B. C., to cancel the recent order issued by Dr. Monroe against Japanese coming from Honolulu.

Chancellor Hicks, at Vicksburg, Miss., declared the Gulf Compress Company an illegal trust and gave the corporation one year in which to wind up its business in the State and withdraw. He denied the application for a receiver.

Japanese Consul-General Nosse has presented to the Dominion Cabinet a claim for \$6000 damages for broken glass in Vancouver. The Government decided to pay this immediately. The city of Vancouver will be asked to make good the amount.

Governor Curry of New Mexico, who spent some time with President Roosevelt, said recently: "The President authorized me to say that he is for Statehood for New Mexico alone, and will do all he can to secure the passage of a Single Statehood bill."

A monster petition signed by hundreds of British Columbians has been presented to Premier Laurier praying that, regardless of foreign countries and all sentimental and political considerations, the Government immediately pass such legislation as may be requisite to insure the absolute exclusion of Orientals from the Dominion.

Frederick L. Hoffman, statistician for the Prudential Life, has tabulated the available suicide statistics of the country, covering sixty-five cities, with a total population of more than 17,000,000. This shows 2919 suicides, an average of 18 per 100,000 of population, and a decrease of .8 per cent from the average for the last ten years. San Francisco leads with 37.9 per 100,000.

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Blom, Ch. A. -1166
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Pacific Coast Marine.

Cablegrams from London convey the information that all the crew of the French ship Leon XIII, which went ashore at Kilrush, Ireland, on October 1, have reached land.

The new steam-schooner Olsen & Mahony, specially built for the Pacific Coast lumber trade, bound on her way from Baltimore to San Francisco, passed the West Indies September 20.

The Norwegian steamer Tellus, which went ashore on September 21 on the north spit at Gray's Harbor with a cargo of coal, has been sold for \$210. The coal in the steamer brought \$100.

The United States armored cruisers West Virginia, Colorado, Maryland and Pennsylvania, in command of Rear Admiral Dayton, arrived at San Francisco on September 27, from the Orient, via Honolulu, T. H.

The British ship Celtic Chief, Captain Jones, which has been quoted on the overdue list from Hamburg to Honolulu, arrived at Honolulu, T. H., on September 19, 152 days out. Captain Jones reports fine weather all the way, but light winds.

Already to date this season 764,730 cases of salmon have arrived at San Francisco from the northern fisheries. Only a few vessels now remain to arrive, and it is safe to assume that the total season's catch will amount to about 850,000 cases.

Havaside, Wood & Co., have filed in the United States District Court at San Francisco a suit in libel against the American schooner Charles E. Folk to recover \$297 for supplies furnished the schooner while at San Francisco on January 9, 1907.

The codfishing schooner Hunter arrived at San Francisco on September 30 from Unga, Alaska. Captain Anderson reports that on August 14 Charles Pelton, a native of Finland, aged 35 years, was drowned at Dory harbor, the boat in which he was fishing capsizing during a gale.

Captain Christian Klingenberg, of the American whaling vessel Olga, was arraigned on the charge of murder in the United States Circuit Court at San Francisco on October 2. While the Olga was in the Behring Sea on October 10, 1905, Klingenberg is charged with killing Jacobson C. Paul, the engineer of the vessel.

Captain A. J. Henderson of the revenue-cutter Thetis, on arrival at Seattle, Wash., on September 24, from an Arctic expedition, confirmed with official reports accounts of a violent volcanic eruption of Mount Makushin on September 1 and the existence of a new peak rising from the sea, forming a part of the Bogoslow formation.

The Toyo Kisen Kaisha (Oriental Steamship Company) has purchased for \$81,000 a 7500-ton tank steamer, which will be employed in the oil trade between Southern California and Japan. The company also bought the British steamer Hermione, which will be renamed the Soyo Maru and be employed in the same trade.

The overdue British ship Rajore, which was 140 days out from London bound for San Francisco, arrived on September 29. The Rajore was met by a pilot schooner and ordered, on behalf of the agents, to proceed at once to Portland. The Rajore has been quoted for some time on the overdue list at a premium of 6 per cent re-insurance.

Maldonado & Co., have filed suit in the United States District Court at San Francisco against the British Foreign Marine Insurance Company to recover \$1188 insurance on a cargo of kapok which was destroyed during a trip from Japan of the British steamer Germanicus on December 15, 1904. The vessel caught fire and was destroyed.

Collector of the Port Stratton, of San Francisco, has received a telegram from the Commissioner of Navigation authorizing him to collect tonnage tax and port dues on coal brought in the bottoms of foreign vessels for use of the Navy. The collections, however, will be made under protest, as the matter is still under consideration by the Government.

The Pacific Mail Steamship Company has offered the Hawaiian Territorial Government \$60,000 for the old fish market property at Honolulu, which covers an area of 8000 square feet. It is understood that the steamship company wants the property for coal sheds, repair shops and an equipment warehouse. The property is located near the harbor.

The new steam-collier Thor, a self-trimming steamer of 7000 tons, with engines and boilers aft and clear poles fitted with one mast and two rows of decks, has been launched at Sunderland, Eng., for W. W. Wilhelm, Son & Co., for service from Nanaimo to San Francisco in the coal trade. The Western Fuel Company is stated to be interested in the vessel.

Advices have been received at Victoria, B. C., that the Canadian Pacific Railroad Company has definitely decided to transfer the liners Empress of Ireland and Empress of Britain to the Pacific and that they will come next summer, being replaced by faster steamers on the Atlantic. The Empress steamers now used in the Pacific will ultimately run to Australia.

Captain Henry C. Gearing, chief of the equipment department at Mare Island, received a telegram on October 3 that the Sitka (Alaska) wire-

less telegraph station has just been completed and is in full running order and is working perfectly. The Sitka station is farthest north and completes a chain of nine established along the Coast by the Navy Department.

F. F. Belles, formerly Chief of Construction of the Navy and now President of the Fore River Shipbuilding Company, is considering a plan to put on a line to carry coal to the Pacific Coast and carry back oil. It is thought that the plan ought to be a success by lowering the prices of coal in San Francisco, while at the same time helping to make a demand for California oil.

The floating tonnage listed and on the way to San Francisco for this year to date is 312,389 tons. To the same date last year the tonnage was 187,901 tons. A large amount of this extra tonnage is made up by the abnormal number of vessels on their way with coal. Never in the history of the port have so many vessels been under charter to convey coal to San Francisco.

The American ship Shenandoah, bound from Baltimore to San Francisco, previously reported as having put in to Melbourne in a leaking condition, will have to discharge her cargo and undergo repairs. The leak in the Shenandoah was first discovered June 30, after a three days' gale, 1800 miles east of the Cape of Good Hope. Upon arriving at Melbourne the vessel was leaking at the rate of ten inches per hour.

The Union Fish Company, of San Francisco, intends claiming \$20,000 from the Russian Government on account of losses caused by interference with the company's codfishing vessels in the Okhotsk Sea. The claim will involve the handling of a very delicate question by the Government, as the company had the sanction and support of the Department of Labor and Commerce in the conduct of its fishing operations in the Okhotsk Sea.

In the matter of the stranding of the steamer San Gabriel, commanded by Charles Green, on the south side of Point Reyes on September 9, Supervising Inspector John Birmingham, has rendered a decision fixing the blame on Captain Green, charging him with neglect and unskillfulness. As Green's license expired by limitation on September 29, it can not be suspended or revoked, but, according to the decision, his license can not be renewed before January 25, 1908.

The entry of the new steamer Governor into the service of the Pacific Coast Steamship Company's service is responsible for several changes of officers. Owing to his being the senior commander on the Puget Sound run, Captain Jepsen will take command of the Governor. Captain J. Shea will take command of the City of Puebla, permanently, when Captain Nopander returns with the steamer after her present trip. On the return of the steamer President from Nome, Captain Cousins, who is the second in seniority on the Puget Sound route, will take command of her.

A test of supremacy between the Navy and the Labor and Commerce departments will be given when a decision is reached in the case of the British tramp steamer Netherlee, which arrived at Port Townsend, Wash., on October 4, seventy-eight days out from Norfolk, Va., laden with coal for the Navy and consigned to the Bremerton Navy Yard. Collector Harper refused to enter the vessel and issue a permit to discharge until she paid the \$1 tonnage tax, which in the case of the Netherlee requires an advance of \$2746. It is expected that the complication will be straightened out by the Navy Department adding customs dues to the amount agreed upon in the charter of the Netherlee.

Following is the reinsurance list, as published at San Francisco on October 4: Ship Guiana, 200 days from Mobile for Bahia Blanca, 90 per cent; Celtic Chief, 168 days from Hamburg for Honolulu, 8 per cent; La Tour d'Auvergne, 125 days from Rochester for San Francisco, 8 per cent; Medea, 222 days from Stettin for San Francisco, 26 per cent; Simla, 164 days from Port Pirie for Falmouth, 21 per cent; Inverlyon, 148 days from Wailaroo for Falmouth, 6 per cent; Thomasina, 156 days from Port Pirie for Falmouth, 6 per cent; Haddon Hall, 154 days from Geelong for Falmouth, 6 per cent; Craigisla, 120 days from Newcastle, Australia, for Mollendo, 10 per cent; Silberhorn, 114 days from Newcastle, Australia, for Pisagua, 60 per cent; Louise 116 days from Bremen for San Francisco, 11 per cent; Dumfriesshire, 177 days from Shields for Port Los Angeles, 8 per cent.

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COAST SEAMEN'S JOURNAL

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WEDNESDAY, OCTOBER 9, 1907.

SEAMEN'S UNIONS ENJOINED.

The injunction secured some time ago by the Hammond Lumber Company against the Sailors' Union of the Pacific, Marine Firemen, Oilers and Water Tenders and Marine Cooks and Stewards, which was appealed to the United States Circuit Court of Appeals, was affirmed by the latter tribunal in a decision rendered by Judge Gilbert at San Francisco on October 7. The decision, in part, is as follows:

It is contended that the issuance of the restraining order and the injunction were in excess of the court's jurisdiction, and although there are decisions of the Circuit and District Courts of the United States which sustain such jurisdiction, the use of the writ of injunction for the purpose sought in the bill in the present case has not been countenanced by any decision of the Supreme Court of the United States.

The affidavits sufficiently show a combination of persons by concerted action to accomplish an unlawful purpose.

It needs no citation of authorities to sustain the proposition that the appellee has the right to contract to employ labor and to carry on its business as it saw fit, without any interference from others, and that any attempt to compel an individual, firm or corporation from employing men or to prevent any man or men from working for another is an unlawful interference with property rights. That such interference may be restrained by injunction is abundantly sustained by the courts of this country and England.

It is urged that the injunction was violative of the rights of the appellant that the defendant unions and the members had the right to endeavor to improve their conditions and to organize for that purpose; and had the right to communicate their desires to others, whether they are in the employment of the appellee or not, and to explain the differences that existed between them and their former employers.

It was not to prevent the exercise of any of such rights that the injunction was sought or obtained. Its purpose was to prevent acts of lawlessness, of violence, of insult and of intimidation.

No one can read the affidavits without arriving at the conclusion that members of the union went far beyond the peaceful communication of their rights; their attitude toward their former employers; their purpose of self-protection and the objects of their combination.

It may be true in the present case, as in many others of a similar character, that the disorders of the strike were deprecated by the officers and leaders of the unions, but that fact does not relieve the appellants of responsibility, nor render the court powerless to deal with them in their collective capacity.

The question of withholding or granting an injunction was one which rested in the sound discretion of the Circuit Court. We find no ground for saying that there was absence of that discretion. The order is affirmed.

Judge Gilbert's reasoning and conclusions

are in keeping with the usual results in such cases, and are therefore no disappointment to the seamen. All that remains to be done is to "carry the case up," and this, of course, will be done immediately. It will be noted that Judge Gilbert alludes to the fact that "the use of the writ of injunction for the purpose sought in the bill in the present case has not been countenanced by any decision of the Supreme Court of the United States." In order that the principles involved in the Hammond injunction may be finally determined, so far as the courts can do so, the case will be appealed to the Supreme Court of the United States. That body will be asked to rule upon the question as to whether or not, in the legal point of view, labor is "property." As laborers, the organized seamen contend that labor and property are separate and distinct things, and that they can not rightly be classed together in law for the purpose of vesting in an employer rights which are repugnant to and subversive of human liberty.

Whatever may be the result of the appeal, the battle for the vindication of personal liberty is on, and it will be maintained until it is won, as it surely will be, if not in the courts, then in Congress. The Hammond Lumber Company has secured a verdict which enables it for the time to treat its employees as so much property. However, that concern is likely to realize the truth of the old adage that he who would go into litigation should be prepared to stay a long time. The seamen's unions of the Pacific Coast, having been forced into a struggle in defense of their rights as men and citizens, will maintain the issue until it is finally settled.

It has been one of the most serious objections to the Chinese in this country, other than on the Pacific Coast, where labor competition enters into the question, that they live unnatural lives and have habits that are conducive to the increase of vice and the spread of disease. If they brought their wives and children with them and made a serious attempt to enter into the economic and social life of the nation, and if under those circumstances their children were allowed to grow up in ignorance and without the training for citizenship that comes from contact with their fellows in the schools, then there might be ground for reproach. Our Naturalization and Exclusion laws and the customs of the Chinese themselves preclude this, however, so that the "joke" has not nearly so much point as might appear at first glance.

The foregoing, from the Philadelphia Public Ledger, affords another indication of the change that is rapidly coming over the spirit of the dream of the Eastern press. The "joke" alluded to by the Ledger was pointed out originally by the United States Consul at Tsing Tau, who professes to see something funny in the declared intention of the Chinese Government to establish schools for Chinese in the United States, thus placing the latter country in the same category as certain eastern lands noted for their backwardness in educational affairs. In the opinion of the Ledger, the "joke" is a small one because the number of Chinese children in the United States is small. The main point of the Ledger's remarks, however, is that that paper recognizes the undesirable character of the Chinese as immigrants, which, coming from such a source, is a concession to Anti-Chinese sentiment the importance of which can hardly be exaggerated.

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APPRENTICES ON THE COAST.

The long-talked-of apprentice system has at last assumed the form of actual trial on the Pacific Coast. The Shipowners' Association of the Pacific Coast has adopted a form of indenture under the terms of which boys may be apprenticed on vessels owned by members of the Association. A number of boys have already taken advantage of this opportunity to learn the craft of seamanship and are now tackling the rudiments on various steam-schooners. The chief requirements of the system are as follows: Boys must be of American parentage, or eligible to American citizenship; they must be at least sixteen years of age; they must be of good physique and moral character, and they must have a fair school education. The Shipowners' Association agrees that the apprentices will berth and mess with the ship's officers; that they will not be called upon to perform any service in the steward's department; that they will be granted two weeks' shore leave yearly on full pay; that they will receive training in seamanship, navigation and in all duties pertaining to sea life, and that they will receive a monthly salary of \$20 for the first year, \$30 for the second year, \$40 for the third year, and a bonus of \$250 for good behavior at the expiration of three years' apprenticeship.

The system proposed by the Shipowners' Association is worthy of a fair trial. Both as a means of attracting American boys toward the sea and as a means of improving the personnel of the merchant marine, the plan ought to be encouraged by all concerned. So far as the general question of apprenticeship is involved, the seamen of the Coast may be depended upon to co-operate in every legitimate effort to extend a knowledge of their craft among the youth of the country. Of course, the practical success of the apprentice system will depend upon the extent to which tact and earnestness are blended in working out the details. The apprentices should not be degraded to mere drudges or roustabouts; neither should they be taught or encouraged to regard themselves above any of the tasks that form a necessary part of the routine of ship's work. In a word, if it be intended that the apprentice system shall produce a body of ships' officers, it must first produce a body of seamen, of men themselves capable of doing the things over which they exercise supervision. This requirement of practical seamanship suggests the desirability of extending the apprentice system to the sailing vessels on the Coast. Thus far, as we understand, the apprentices engaged are employed on steam vessels exclusively, a condition due, partly at least, to the indisposition of the sailing-ship owners to accept apprentices. Notwithstanding the notion prevalent among those who know little or nothing of the subject, the sailing ship still affords the best school of seaman-ship. These and other considerations of detail will occur as the system develops, and will probably be dealt with in the best way possible under the circumstances. Practical experience alone will determine the best method of procedure. With good faith on all hands the apprentice system adopted by the Shipowners' Association should redound to the advancement of the seafaring craft.

Demand the label of the Cigarmakers and Tobacco Workers when purchasing cigars or tobacco.

Exclusion sentiment in British Columbia has assumed the form of a petition addressed to the Dominion Parliament in favor of the passage of a general law on the subject of Asiatic immigration. We print the gist of the petition, as follows:

The undersigned residents of British Columbia humbly sheweth that province to have been in the past and will continue to be the dumping ground of Oriental laborers, notably Hindoos, Japanese and Chinese. That at present there are 30,000 Orientals of the foregoing races in British Columbia. That the Orientals enter into competition with white men, whom they have largely displaced in the fishing and lumbering industries and have usurped places among unskilled laborers that would otherwise be filled with white races in Canada, and thus prevent the formation of a homogeneous citizenship.

That the national existence of Canada is threatened by the introduction of non-assimilating races and the consequent driving out of the white man; that a royal commission appointed by your Government fully investigated this question and urged the prohibition of all Oriental immigration, and your Government recognized the soundness of this decision by passing the Chinese Exclusion Act and arranging with the Government of Japan for a limited immigration; that the measures adopted by your Government have not been effective to secure the desired ends.

Therefore, your petitioners humbly pray that, regardless of foreign countries and all sentimental and political considerations, your Government immediately pass such legislation as may be requisite to ensure the absolute exclusion of Orientals from Canada.

These views fairly well set forth the argument in favor of Exclusion. It is to be hoped that the Parliament will recognize the wisdom and necessity of acting in such manner as to protect the rights of the Canadians against the menace of Asiatic immigration, before that menace reaches dimensions that will defy all peaceful measures.

The British Trade-Union Congress has reaffirmed its previous attitude by defeating a proposition to establish compulsory arbitration. In this, as in many other matters, our British brethren have done credit to their well-established reputation for sound judgment and cautious procedure. The labor historian of these times will do the organized workers of Great Britain and the United States credit for having withstood the temptation to abandon the priceless boon of personal liberty in exchange for a mere promise of industrial peace.

The Fresno Labor News is the name of the latest addition to the labor press of California. Our new contemporary is neatly printed and up to date in its editorial features. As the official organ of the Trades and Labor Council of Fresno, Cal., the Labor News occupies a field that affords large opportunities of usefulness to its readers and profit to itself. We extend congratulations and best wishes for success.

When purchasing union-labeled articles beware of imitations. Beware especially of the dealer who offers to put the label on any article after it is purchased. The union label is always affixed to the article by the maker. Loose labels, "sewn in" or otherwise affixed, are frauds.

In conjunction with the Japanese railways and steamship companies, the International Sleeping Car Company is organizing through passenger communication between Europe and Siberia and thence by the Eastern China Railway to Dalny and Japan. Express trains will be run between Tokyo and Shimonoseki, and the return journey to Siberia and Europe will be made by way of Fusan, Mukden and Harbin.

TAFT AND THE INJUNCTION.

(Continued from Page 1.)

trade disputes are to make outlaws of men when they are not even charged with doing things in violation of any law of State or nation.

Injunctions issued in labor disputes are not based on law, but are a species of judicial legislation—judicial usurpation in the interest of the money power against workmen, innocent of any unlawful or criminal act, the doing of the lawful acts rendering the workers guilty of contempt of court.

The writ of injunction is in itself a beneficent writ for the protection of property rights, but it never was intended and never should be applied to deprive men of their personal rights or the right of man's ownership of himself; the right of freedom of locomotion; freedom of assembly; freedom of association; the freedom of doing those things, which promote life, liberty, and the pursuit of happiness, and which are not in violation of law.

Labor asks no immunity for any man who may be guilty of unlawful or criminal conduct. But we do insist that when a workman is charged with a crime he shall be tried by the same process of law as any other citizen. Any other method is repugnant to the Constitution and the laws of the country. It is a shock to the conscience of our people; the spirit and genius of our Republic. Against any other view we protest; with anything less we shall not be content.

The injunctions against which we protest are flagrantly, and without warrant of law, issued almost daily in some section of our country.

President Samuel Gompers said in his Labor Day speech at the Jamestown Exposition:

"An injunction is now being sought from the Supreme Court of the District of Columbia against myself and my colleagues of the Executive Council of the American Federation of Labor. It seeks to enjoin us from doing perfectly lawful acts; to deprive us of our lawful and constitutional rights. 'So far as I am concerned, let me say that never have I nor ever will I violate a law.'

"I desire it to be clearly understood that when any court undertakes, without warrant of law, by the injunction process, to deprive me of my personal rights and my personal liberty guaranteed by the Constitution, I shall have no hesitancy in asserting and exercising those rights.

"And it may not be amiss to sound a word of warning and advice to such of the rampant, vindictive, greedy employers, who seek to rob the working people of our country of their lawful and constitutional rights by the unwarranted injunction process. The workmen of the United States are citizens, are men. They are intelligent and stand erect, looking their fellow-citizens squarely in the face, asking no immunity or favors, but asserting their equal rights with all other men. They can and will maintain their equality before the law, all the contesting money power to the contrary notwithstanding. The full power of labor has never yet been exercised in defense of its rights. It is not wise to compel its exercise."

Secretary Taft seems to be bidding for the support of Van Cleave's manufacturers' association, and would at the same time convey the impression that he is awfully sensitive on the subject of special privileges.

It has been shown time and again that what labor asks by the pending Anti-Injunction bill is simply a restoration of that equality of treatment by the courts with other interests which was enjoyed prior to the establishment of recent precedents—in the establishment of which, by the way, Judge Taft himself took a leading part. If the mere right to do business, which is no more than the right to pursue a calling or vocation, is property to be protected by injunction, then, in order to preserve the equality for which he is so solicitous, the courts should aid the wage-earner to hold his job and protect him by injunction against discharge, even for cause. But that is a proposition the absurdity of which every workingman sees at a glance.

Secretary Taft's contention with reference to what he terms the "boycott," would, if carried to its logical result, lead to the dispersion and forcible breaking up, by court orders, of every assemblage of workmen, however innocent or lawful their purpose, and to the nullification of all their agreements.

The fact of the matter is that Secretary Taft as a Presidential aspirant is "afraid" he may have ruffled a feather here and there in the plume of capitalist power. His parting words are to console corporate influence and the money power for any uneasiness as to his position. He substantially assures them that if they will but give him their support, he will hand over to the tender mercies of the worst elements of the capitalists' class the workmen of the United States, bound hand and foot, shackled by injunctions for which he will stand.—American Federationist.

United States Commissioner Heacock at San Francisco on September 25 discharged Peter Justensen and Thomas Beita, who were charged by Captain M. Peterson of the steamer Kirchak with having assaulted him on the high seas. The men, it is said, tried to bring two jugs of whisky on board in the Far North, and a row with the captain ensued. Commissioner Heacock decided that the evidence was insufficient.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Oct. 7, 1907.

Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping medium. The resolution providing for a donation of \$500 to the striking Commercial Telegraphers was declared carried.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Sept. 30, 1907.

No meeting; no quorum; shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Sept. 30, 1907.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 30, 1907.

No meeting; no quorum; shipping dull; prospects uncertain.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Sept. 30, 1907.

Shipping brisk; prospects fair.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Sept. 30, 1907.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 30, 1907.

No meeting; no quorum; shipping fair; prospects uncertain.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 30, 1907.

Shipping medium; prospects fair.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Sept. 23, 1907.

Shipping and prospects good.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 3, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Wm. Brisco in the chair. The amendment to Article XIV to be known as Section 5, and to Article III, Section 1, were declared carried. Nomination of officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Sept. 26, 1907.

Shipping fair.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Sept. 26, 1907.

No meeting; shipping fair.

CHAS. M. DAWSON, Agent.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Sept. 30, 1907.

Shipping good.

R. H. WALKER, Secretary.

55 Main St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 1, 1907.

Shipping fair.

WM. H. FRAZIER, Secretary.

1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Sept. 26, 1907.

Situation good.

DANIEL SULLIVAN, Secretary.

15 Union St.

DIED.

Einar Strand, No. 1123, a native of Norway, aged 31, died on the tug Marion, at Ketchikan, Alaska, July, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

WRECK OF THE NIMICK.

Captain Randall and five sailors of the steamer Alexander Nimick lost their lives on September 21 when their ship stranded on the south shore of Lake Superior and went to pieces in a heavy northwest gale. The remaining eleven men of the crew succeeded in making their way safely through the surf to the shore.

The Nimick, heavily laden with coal, was fighting her way up the Lake through the storm when the steering gear became disabled. Rendered unmanageable, the big ship was forced steadily toward the land, finally striking at a point thirteen miles west of Whitefish Point.

From the survivors it was learned that the Nimick, after lying in shelter under Whitefish Point for some time, sprung a leak. The pumps could no longer keep the vessel afloat, and Captain Randall decided to run his ship on the beach. Before this time one of the yawlboats had been broken up by the heavy seas, and with the remaining one the members of the crew on the stern of the ship put out for shore, as the steamer already had commenced to pound to pieces.

Several attempts were made to rescue the six men in the bow of the ship, but it was impossible to battle with the heavy seas, and the small boat was run for shore, where the ten occupants landed safely. Six men were left in the bow of the steamer. One of these, Charles Craig, the chief engineer, plunged into the surf and succeeded in swimming ashore safely.

Nothing more was seen of the five men who remained on the bow of the steamer as she broke up on account of the darkness, until the bodies of three were found early on the following morning. Steward Thomas Parent was washed overboard from the wreck soon after it struck.

The place where the vessel struck is surrounded by an almost uninhabited wilderness, and the rescued men had to go far to seek shelter.

The last report from the Nimick was from Sault Ste. Marie, where she passed up through the locks. A northwest gale had prevailed on Lake Superior for several days, and the ship remained in shelter behind Whitefish Point. When the storm finally subsided the steamer ventured out, although the sea was still running high, only to be dashed to destruction a few miles away.

Following is the list of the dead so far as known: Captain John Randall, of Algonac, Mich.; Wheelman Lewis Dudley, 203 Conger street, Detroit, Mich.; Watchmen John Watson, Paisley Scott, Thomas Parent, Port Huron, Mich.; unknown watchman. Three of the bodies recovered are those of Watson, Paisley and Scott. Thus far the body of Captain Randall has not been thrown up by the sea. Gordon Tobin of Amherstburg, mate, went to Vermillion Point to search for the two bodies that were not recovered.

The members of the crew who were saved are: Charles Craig, chief engineer, of Buffalo; John Smith, second mate, Detroit; Fred Brenner, second engineer, Detroit; R. B. Ewing, fireman, Doylestown, O.; Harry

Hutton, second cook, Detroit; William Kock, deckhand, Detroit; Austin McDougall, Goderich, James Henry, oiler, Buffalo; Frank Shaw, deckhand, Olean, N. Y.; James Walvin, wheelsman, Detroit.

Fireman Ewing said the steamer foundered and that her engine was working when she went down. Her steering gear was not disabled and the steamer went to pieces in less than a half hour after they left her.

A WORD OF ADVICE.

The dull shipping and the large surplus of men ashore at this time brings us face to face with the folly of so many of our comrades in not providing for the proverbial "rainy day."

Through, or principally through, the evils of intemperance, very few of the boys are provided for a long stay ashore, and if shipping is poor, if for only a day or two, the effect is noticeable in the anxious looks of the sailor ashore. There is probably no class of men in the world whose generosity equals that of the sailor. If he comes ashore with a pay, it belongs to every comrade he meets, till in probably three or four hours the profit of ten to twelve days' hard work is gone, and he joins the band of penniless men looking for a ship. He can usually go to the saloon-keeper with whom he spent his trip's pay, and get a drink in the morning, but to get a meal is a different matter. He must either starve, or knock on back doors, till he gets a ship. Does this teach the seaman the lesson that is so plainly laid before him, the lesson that he must depend upon himself and his own efforts, to provide food and shelter for his body? Or does he "go against the booze" again as soon as he makes another trip, only to endure another period of hunger?

I see so many "good fellows," who do this, that I am, I fear, becoming a crank on the subject of booze, though I venture to say, none of you like it better than I do. What, for instance, would be the result if you went to some boarding-house when you came ashore and paid a week's board, and let the booze alone, waited ashore until you could get the kind of a sight you want, then go to her sober, and stay aboard? You certainly would have the best of it. Now, on the other hand, suppose you come ashore, pay your dues and proceed to get drunk, make it a habit to get as drunk as possible, then go to the hall of your union and start a rough house, making it miserable for men who would like to be your friends and getting yourself disliked, finally winding up in trouble either with officers of your union, whom you have sworn to uphold, or with the police, and finally shipping out on some work-house or railroading out of town, penniless, hungry and miserable, and thinking hard thoughts of the delegate or agent because he would not let you "rough house" the hall. Sober common sense will tell you that the first and most imperative duty of your agent is to keep order. This is one side of it. Now, how about the man who goes aboard a vessel drunk, and proceeds to disgrace himself

and his union by every conceivable bit of dirty work he can think of, and, what is worse, refuses duty, and expects to be upheld by the Union he has no more respect for than to disgrace? What of the man who refuses duty when sober? What of the man who, to gratify a little petty spite of his own, refuses to bring the vessel into port, or handle hatches when she is ready?

Our Constitution is not severe enough to punish such men, but I want to say now, so all may know, that if I attend the next or any convention of the Lake Seamen's Union I am going with the avowed purpose of putting into the Constitution a provision to expel, first, the man who knowingly violates his obligation to the Union, who goes aboard a vessel drunk, and who knowingly violates the agreement which the Union has fought so hard and spent so much money to obtain, and, lastly, the man who makes a common practice of going into Union offices drunk, for the purpose of starting a row, knowing the delegate will not have him arrested, and owing to his being drunk, will not hurt him.

This is not a temperance lecture, comrades; it is born of my utter disgust with the men before mentioned. I will do anything in the world for a decent man who is trying to do right; but a man who knowingly time after time violates every principle of unionism and manhood has no place in my esteem.

W. H. JENKINS.

Conneaut, O.

Agent Scanlan of Detroit, requests me to notify members through the JOURNAL, that he has some money for different members, but it can not be sent in care of any vessel. The members must furnish a Postoffice address.

September went out this year with very dull shipping, and lots of men ashore. The men who have jobs are apparently determined to stick for the big money. Not a bad idea! The surplus of men ashore is larger than I ever saw during the last five years at Conneaut. This means but one thing, men are not quitting the Lakes for "home" or for the South or for "salt water" so early this year.

Comrades W. B. Cumming and Andrew McTigue send me news from Chicago of the heroism of Delegate Patterson of that port, September 24. Comrade Patterson, at the risk of his life, stopped a runaway horse, and saved the life of ten-year-old John Zaga. I am sorry that I can not express my appreciation of this act of heroism in a proper manner. I can not find the right words exactly, and can only congratulate "Bill" and say, "good boy!"

W. H. JENKINS.

Conneaut, O.

During the blow of September 20 a small lighthouse located on Osceola Sands, a point projecting into Portage Lake, about a half mile west of Portage Lake bridge, was blown from its foundation and carried some distance away. Repairs will be started immediately.

MARINE ITEMS.

The burned hulk Naomi will be rebuilt at Manitowoc.

The Clarke Wireless Telegraphy Company has opened its station at Buffalo and expects to have another in operation at the Soo by the end of October.

Members of the Inland Waterways Commission will make the trip up the Lakes on the flagship Thomas F. Cole, of the Pittsburgh Steamship Company fleet.

Having bent all the blades on her two propeller wheels, the Canadian fisheries cruiser Vigilant recently spent a couple of days in the drydock having them straightened.

The steamer Harvey Brown, which stranded on the Breakwater shoal while going into Buffalo, was released after 400 tons of her iron ore cargo had been lightened.

Joseph King, a seaman, has filed a libel at Bay City for \$147 against the steamer Frontenac, running on the Bay City-Detroit-Cleveland route. King alleges the amount is due for wages.

The Bennett-Schnorbach Company, of Muskegon, has purchased the old passenger steamer Empire State and will this winter convert her into a stone barge. She will be ready for service next spring.

The Cleveland Cliffs Iron Company has presented a bill for \$59.78 to the Toledo Council, the amount being claimed for damages received by the steamer Frontenac when the Cherry-street bridge was closed on the boat too soon.

The old schooner S. B. Paige was driven ashore at Green Bay during the northwest storm on September 10, and will probably be a total loss. The life-savers took the crew off. The Paige was bound to Green Bay with a cargo of posts and ties.

Of the boats mixed up in the recent collision at the Limekilns the Lycoming and Sweetheart are owned by James O'Connor, of Tonawanda, and the Boyce and Iron Cliff are owned by Captain John Boyce, of St. Clair, who sails the Boyce.

Toledo is out with an invitation to vessel owners to tie up their boats at that port for the winter. First-class moorings are promised. The Toledo people figure that every boat laid up there will mean an expenditure of from \$2000 to \$3000 for repair and fitting-out work.

Officers of the steamer Mataafa report having seen the body of a man floating east-southeast of Colchester light, Lake Erie. The body was buoyed and marked with a white flag and is believed to be the same which was buoyed and marked by the yacht Capitola.

James Reaff, aged fifty-two years, of St. Clair, steward on the steamer Hurlbut W. Smith, was killed at Chicago recently while his boat was in the drydock. He fell from the deck, receiving injuries that resulted in his death at the Marine Hospital a few hours later.

The Edward Brothers' Dredge Company, of Sault Ste. Marie, was the only bidder at eighty-one cents a cubic yard for completing the grading at the naval training station for the Great Lakes at North Chicago on September 17. There are about 33,000 cubic yards of earth to be removed. The bids were opened at the Navy Department.

It has been decided to increase at once the number of workmen who are to put through the scheme of getting good water for Canton. The course has been selected along which the pipes are to be laid. The native papers say that the engineers have decided that a water tower must be built in Canton itself, in order that all parts of the city may be able to get a supply.

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

William Smith is requested to write to his sister, Mrs. Lot. Beeks, at Mannsville, N. Y. Important!

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Chuet, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amherst, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Prown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Holst and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Wire Company, Lockport, N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings and Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).
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Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

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Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

OUR LUXURIOUS LEGISLATORS.

Members of Congress will soon have their offices in splendid palaces. Within a few weeks after Congress meets in December the two new white marble palaces which are to be known simply as annexes to the House and Senate, will be ready for occupation. Each is a beautiful structure, costing \$2,500,000, and, occupying an entire block, has a total frontage on its four sides of 1747 feet, or about a third of a mile.

These palaces are in effect detached wings of the Capitol. They are gigantic office buildings, each of them occupying more ground than the Waldorf-Astoria in New York. The House Annex, which is not far from completion, will contain four hundred and ten rooms—one for each Representative in Congress, with a few left over to provide for future increases in the membership of the great legislative body. The Senate Annex is divided into ninety-nine suits, each comprising a private room for the Senator, a room for his secretary, and a bathroom. In both palaces will be employed a multitude of uniformed menials, to wait upon the luxurious statesmen, and to make life as easy and comfortable for them as possible.

Servants' wages, rent, fuel, lights, and all incidentals are paid by the Government. The apartments are beautifully furnished and decorated at Uncle Sam's expense. Meals will be served in the rooms if desired. But in each palace is a vast and superbly equipped dining-salon, exclusively for legislators and their guests.

The annexes will be connected by underground electric railways with the Capitol. In each palace one will find a subway station at the base of the rotunda, the most striking architectural feature of the palatial annex. It is seventy-four feet in diameter, and extends upward clear through the four stories of the building, terminating in a superb dome under the roof. All of the space underground beneath its floor is occupied by the subway station, likewise circular, into which the trains come from the Capitol.

The trains on this newest American subway are worth attention.

They are composed of six tiny steel cars, each of them only sixteen feet long, under charge of a motorman and conductor, both of whom are in the uniform of the United States Government.

Senators, Representatives and those who have business with them will ride to and fro in the trains, which seem like toys in comparison with those that run above ground. All the cars are open on one side, the missing side being replaced merely by a safety rail, so that there is only one bench running lengthwise. Passengers entering at either end seat themselves upon this bench and look out through the open side of the car.

The train runs through a tunnel which connects the Annex with the south end of the Capitol. This subway is seven hundred and fifty feet long, twenty-two feet wide, and eleven feet high. It has a curved roof, and along one side of it runs a walk six and a half feet in width, paved with concrete. Being lined with white vitrified brick and illuminated by electricity, the tunnel, though without any skylights, is almost as light as day.—Rene Bache, in Harper's Weekly.

LONDON AND NEW YORK.

"The Interpreter," writing in the October American Magazine, compares London, the chief city of a free-trade nation, with New York, the chief city of a protective nation.

"Is there less poverty or less crime in England under free trade than there was under protection? To what extent has Cobden's great fight for free trade improved the general condition? No country in the world exhibits so painfully and so publicly the squalor and suffering of the poor as free-trade England. There are slums in New York, but London is all slums. The misery of the poor and the vices to which the poor fly for an anodyne to misery overflow the precincts of the East End and stain Mayfair. If selfishly bent, a man can escape the evidences of human suffering in an American city. The people of Fifth avenue might never know that there was such a thing as abject poverty if they did not see it in its least unfavorable aspect from a cab window while on their way to their country houses on Long Island or in New Jersey. But in London there is no escape. Base, brutalizing poverty sweeps along Park lane and gazes with sorrowful, cowardly eyes at the palaces of South African millionaires. It crowds the June morning parade of smart ladies on Bond street. It touts for cabs or needlessly sweeps crossings in front of restaurants. It fills the Strand with drunkards, and Piccadilly with prostitutes. It is to be seen in the squares of the fashionable neighborhoods, where its presentment is drunken women asleep with their babies in their arms. England may be the richest country in the world, but London is a swamp of dreadful poverty. In degree the provincial cities are as bad. Who that has ever seen them can forget the palpable miseries of the poor of Edinburgh and Glasgow and Dublin? There is little choice between Manchester, the home of Richard Cobden, and Birmingham, the home of Joseph Chamberlain, the protectionist. It would be pretty hard to convince one of the thousands of London who 'sleep out' or 'doss' in infected lodging houses that any benefit has arisen from free trade."

It is learned on good authority that the suggested subsidy for the twenty-five knot steamship project across the Atlantic, as suggested by Sir Wilfrid Laurier at the closing session of the Imperial Conference, is \$2,250,000 per annum for ten years, half to be borne by the British and Canadian Governments, respectively. This means a Canadian contribution of \$1,125,000 yearly. During the short-term fiscal year (nine months) ended March 31, 1907, the mail subsidies paid out by the Dominion amounted to \$1,128,876, as against \$1,227,560 in the full fiscal year 1905-06.

The population of Greece in 1821, before the breaking out of the war of independence, consisted of 875,150 Christians and 63,615 Turks. In 1828 this had been reduced to 741,950 Christians and 11,450 Turks, the difference being presumably the number that disappeared during the struggle. In 1853 the total population was 1,042,527; in 1889, 2,187,208, and in 1896, 2,433,806. It is feared that the coming census will not show a corresponding increase, as emigration has been heavy.

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INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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INFORMATION WANTED.

Dietrich Doerflin, born 1861, is inquired for by the German Consul at San Francisco, Cal.

Ludwig Luhrs, a native of Altona, Germany, is inquired for by the German Consul at San Francisco, Cal.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

OLD BILL.

(Continued from Page 2.)

and earnestly, the meanwhile nodding his head slowly and rhythmically after the manner of one who has just discovered the expected. Then, handing the photograph to me he exclaimed:

"Bli'me but Hi halways suspicioned that Hold Bill 'ad been crossed hin love, han' now Hi knows hit. Fine gal she is, too."

I gazed at the face in the picture with the uneasy feeling of a person who is wondering if he is not committing a sacrilege. Judged by the canons of art of these days of the "Gibson girl" and other modernized types of feminine beauty, it was not a beautiful face. And yet it was unmistakably the face of one of those women for whom men will fight to the death, feminine in every lineament and curve, from the smooth, arching brow down to the sweetly expressive mouth and rounded, dimpled chin.

"What will you do with it?" queried "Cockney" Bob.

"Put it back where we found it," I replied. "Old Bill evidently wished to have it buried with him."

And so we replaced the picture above the heart of poor Old Bill and proceeded with the shroud in silence, the incident having, somehow, made us both reminiscently thoughtful.

By and by we came to the point in our work where we needed something with which to weight the body. We therefore overhauled the lazarette and the boat-swain's locker for old scrap iron, but after half an hour's search emerged with only a couple of ringbolts and three or four pairs of old cliphooks, a shackle or two, etc., the whole weighing less than ten pounds.

"This won't do," I said. "I guess we'll have to use some of those holystones," pointing to a pile of them in the lazarette.

"Cockney" Bob scratched his head in a reflective manner and then suddenly burst out:

"Hi 'ave it. What's the matter with that bloomin' hold mooring chain we've been chipping at these last two weeks?"

"The very thing," I exclaimed. "If it hadn't been for Old Bill it would have been thrown overboard years ago, and now it is only meet that the two should sink together."

And so we lugged the rust-eaten old chain aft and coiled the whole of it, weighing some two hundred pounds, into the shroud at the feet of the dead man, after which we stitched the canvas securely together. As an additional precaution against any possible breakage we marled the whole tightly with about ten fathoms of ratline-stuff.

After dinner all hands were mustered aft to attend the burial. When the main yards had been backed and her way stopped, six of us acting as pall-bearers deposited the corpse on a grating and carried it to the gangway, where we placed the grating athwart the rail. Everybody uncovered and the captain slowly and impressively began reading the burial service. When he reached the place where it says, "And we now commit thy body to the deep," etc., the inboard end of the grating was tilted upward and the remains of poor Old Bill slid splashing into the brine to their final resting place. In a few minutes more the

Nellie Hawkins was again ploughing her way to the northward with everything drawing as before.

When the braces had been coiled up we sauntered forward. There, clustered around the foremast, we began discussing the peculiarities of our departed shipmate. Now that he was dead and gone we, human-like, could think nothing but good of him. *De mortuis nil nisi bonum*, etc. The consensus of opinion was, perhaps, best expressed by the "doctor," an old Southern darkey, who said:

"Waal, gemmen, Marse Wallace mought er been a quar' sort o' man, but thar warn't no harm in him. But he suttinly did cotton to dis yar old hookah mo'n was good fo' him."

"Anyway," chimed in little "Dublin," reflectively, "he was right about that proposition to keep things seven years, for that old mooring chain did come in handy, after all."

Just then the mate's voice was heard in the waist singing out:

"Lee fore brace; let go the fore tack there one man."

As we went aft to brace up the yards "Cockney" Bob muttered to himself:

"Hi knew bloody well Hold Bill couldn't rest in peace till 'e 'ad sent us a bloomin' 'eadwind."

HAWSERLAID BILL.

S. S. Sonoma.

GROWTH IN WEALTH.

The baldest sort of outline which is possible to be made of the growth of the United States in wealth leads us into a fairyland of figures, says *Leslie's Weekly*. Director North, of the Census Bureau, recently reported the country's wealth for 1904 at \$106,881,000,000. These figures are so stupendous that the mind can hardly grasp them. Let us make a few comparisons and see if we can show how far and how fast the increase of wealth has beaten that of population. In 1850, the first year in which the Census Bureau made any inquiry into the matter, the country's real and personal property was placed at a value of \$7,135,000,000. It was \$16,159,000,000 in 1860, \$42,642,000,000 in 1880, \$88,528,000,000 in 1900 and \$106,881,000,000 in 1904. This increase has so far exceeded that in population that the percapita wealth of the country, which was \$307 in 1850, was \$513 in 1860, \$850 in 1880, \$1235 in 1900 and \$1300 in 1904.

Although there are no official figures for the country's wealth previous to 1850, the most careful estimates which have been made place it at less than \$1,000,000,000 in 1800. In that year the country's population was 5,308,000. Allowing for the growth between 1900 and the most recent year to which the Census Bureau's inquiry has extended, we may place the country's population to-day at 85,000,000 and its wealth at \$115,000,000,000. Thus we see that from 1800 to these opening days of 1907, while the population of the United States has been multiplied 16 times, that of wealth has increased 115 times.

The Cuban sugar crop for 1906-07 is about completed, and it is estimated that it will reach 1,425,000 long tons, against 1,179,000 long tons the preceding year.

CLASSES IN SCHOOLS.

A really serious problem in our educational system which threatens to engender not only the future of our schools, but also to affect adversely the spirit of American democracy by emphasizing class feeling, has been presented to the American parent by the establishment and development of the high school fraternity.

The situation is just this: Some thirteen or fourteen years ago there sprung up in the high schools of this country secret societies patterned after the college and university fraternities. The inspiration for these came partly from a desire for more social life in the school, and partly from principals who had found their own college societies a distinct benefit. The high school fraternities were quickly followed by sororities, and these organizations thrived harmlessly for a while. They were generally silly, but they were innocuous. As they increased in numbers and were strengthened by a chapter system all over the country they became a more and more powerful influence, until to-day they are the dominating element in the schools, and any challenge of their supremacy is accompanied by a threatened overturning of all school discipline. To-day educators are practically united in regarding the high school secret society as an elephant on their hands, and they are extremely anxious to rid themselves of it. How, is the question teachers, parents and even lawyers are asking themselves.

The three main charges on which the high school secret society is arraigned are, first, that it is undemocratic; second, that it resorts to cheap politics, and, third, that it is independent of school control. The National Educational Association investigated the matter, and from the results of the investigation saw fit, at a meeting in 1905, to resolve against such societies, because they are subversive to the principles of democracy, which should prevail in public schools; because they are selfish and tend to narrow the minds and sympathies of the pupils; because they stir up strife and contention; because they are snobbish; because they dissipate energy and proper ambition; because they set up wrong standards; because rewards are not based on merit, but on fraternity vows; because they inculcate a feeling of self-sufficiency among the members; because secondary school boys are too young for club life; because they are expensive and foster habits of extravagance; because they bring politics into the legitimate organization of the school; because they detract interest from study, and because all legitimate elements for good—social, moral and intellectual—which these societies claim to possess, can better be supplied to the pupils through the school at large in the form of literary societies and clubs under the sanction and supervision of the faculties.—From "Are Secret Societies a Danger to Our High Schools?" by Marion Melius in *Review of Reviews*.

Since 1880 more than 700,000,000,000 feet of timber have been cut in the United States for lumber alone, including 80,000,000,000 feet of coniferous timber in excess of the total coniferous stumpage estimate of the Census of 1880.

Demand the union label on all products.

World's Workers.

Recently the Victorian railway authorities received 5000 applications for 700 vacancies.

According to Australian Premier Kidston, agricultural laborers are paid £1 a week and board at Stirling, in Scotland.

There is every possibility that the waiters of the Paris cafes will shortly go on strike again in support of their cherished right to wear mustaches.

Premier Bent, of Victoria, who has just returned from England, gives it as his opinion that 7s per day in Australia is better than 11s in Canada.

Seven thousand farmers have been cited as parties to an industrial dispute before the Arbitration Court at Christchurch, New Zealand, by the Farm Laborers' Union.

In Denmark the unemployed benefit funds of the unions are supplemented by annual Government grants equal to one-third of the total premiums paid by members of recognized unions.

According to the latest New Zealand Parliamentary return, there are in the State 274 unions of wage-earners, with 34,978 members, and 109 employers' unions, with 3337 members.

Eight workmen of the Narva flax-spinning mills were sentenced to death by a military court at St. Petersburg on October 2 for the murder last June of the manager of the works, a man named Otto Pelzer.

The Butchers Shop Employees' Union of Sydney, Australia, has filed a petition in the Arbitration Court for a share in the going prosperity, in the shape of reduced hours of labor and increased rates of pay.

Count Von Posadowsky-Wehner, Minister of the Interior of Germany, has undertaken the preparation of a scheme for the maintenance of persons out of work while they are seeking employment.

Domestic servants in New Zealand have issued a stirring circular inviting all lady helps, housemaids, cooks, generals, etc., to join the union as early as possible, with the object of bettering their conditions.

It is common talk in New South Wales that Premier Carruthers at the instigation of the Employers' Federation, has promised to abolish the Arbitration Court, in consequent of the award given to the Shop Assistants' Union.

The General Federation of Labor in France is considering the advisability of a general strike, in retaliation against the Government's action in prosecuting members for congratulating soldiers who refused to fire on the workers.

The coal miners employed in the Hebburn Colliery, New South Wales, having some regard for their own lives, suspended their labor recently because the manager refused to remove an electric coal-cutting machine from the gassy portion of the mine.

The labor situation in Austria is unsettled. Railway men are threatening to strike and much dissatisfaction exists among miners, textile workers and other workmen. Three thousand foundrymen in Vienna struck on September 23 for a nine-hour day and higher wages.

A general strike of the employees of the United Railroads and the Havana Central Electric Railroad was declared on September 26. Trains are running with the help of the engineers, but without firemen or conductors. A tie-up of all the roads in the Island is feared.

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Labor News.

Street disorders growing out of the strike of 5,000 furriers at New York resulted in the arrest of a score of the strikers on September 16.

Union men in Wilkesbarre, Pa., have started a movement to boycott the beef packers as long as prices remain at the present high rate.

Premier Laurier, of Canada, has declared his refusal to denounce the treaty with Japan, as requested by the Canadian Trades and Labor Congress.

United States Senator Flint, of California, announces that he will introduce a bill in the next Congress to restrict the immigration of Hindoos.

It is learned from Martinique that the Panama Canal Commission has decided to contract for the immediate employment of 3000 Chinese laborers on the Canal.

The fruits of retrenchment by various big manufacturing concerns are becoming evident in Chicago. It is said that fully 18,000 men are now out of employment due to this cause alone.

Judge A. G. Dayton, in the Federal Court at Wheeling, W. Va., on September 24, sentenced John Beymer, a striking telephone lineman, and his wife to sixty days in the Hancock County Jail for contempt of court in calling "scab."

Two hundred railway clerks, representing six roads, struck at Toledo, O., on September 26, demanding a working agreement with their employers. An effort will be made to have freight handlers and teamsters join the strike.

The American Federation of Labor, replying to the suit of the Buck Stove and Range Company, announces its intention to continue publishing the name of that firm on the "We Don't Patronize" list until prevented by due process of law.

Objecting to the employment of non-union miners, 350 members of the Western Federation of Miners employed by the Daly West, Ontario and Little Bell mines at Park City, Utah, quit work on September 25 and the properties suspended operations.

The request of the striking New York telegraphers made to the national executive board that it call out all union operators employed by brokers and newspapers will not be granted by the board, on account of an existing agreement.

George A. Pettibone, charged with the murder of former Governor Frank Steunenberg, has so far recovered from his recent illness that he was able to appear in court at Boise, Idaho, on September 27, and listen to an order fixing his trial for October 15.

President Mickey Davis, of the Alaska Mine Workers' Union, has succeeded in his effort to form an alliance with the Western Federation of Miners, and it is said that there will be a renewal of the warfare between the Miners' Union and the operators in the Tanana (Alaska) district when the sluicing season begins next April.

Announcement was made at Denver, Col., on September 24, that E. E. Clark, who was appointed to arbitrate the difference between Western railroads and the Brotherhood of Railway Trainmen over the 2-cent differential demanded for yardmen on the railroads west of the Missouri River, has granted the claim of the yardmen for 2 cents an hour more than is paid on Eastern roads. The decision will increase the wages of 3000 yardmen \$5 a month.



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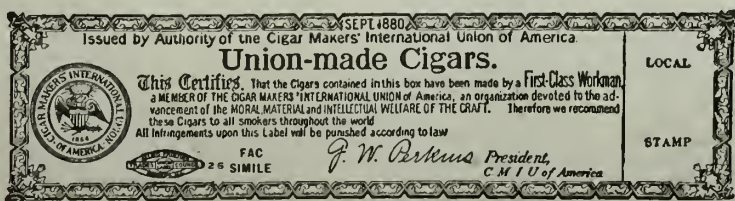
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Staemmler, Hugo	Sundberg, K. K.
Stange, Anton	Sundkvist, Chas.
Stangeland, O. B.	Svensen, Andrew
Stek, G.	Svensen, -1903
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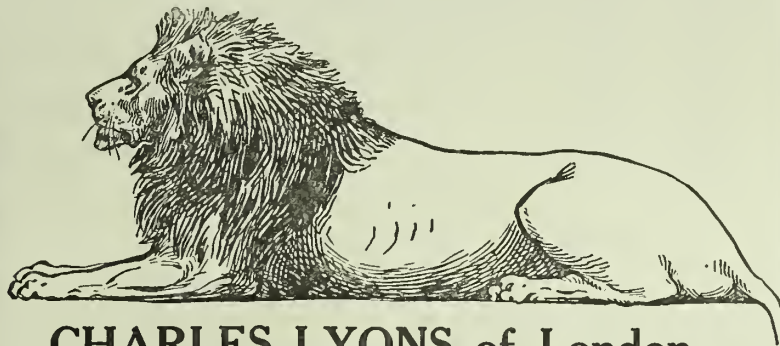
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Domestic and Naval.

A belief that President Roosevelt's
legislative programme next winter will
include plans for a big increase in the
Navy is strong in Washington.

The brig Havilah, built at Bangor,
Me., in 1877, has been purchased by
Haldt & Cummins, of Philadelphia,
Pa., and will be continued in the
coasting trade.

The motorboat Lizzie B. left Chi-
cago, Ill., on September 30, via the
Drainage Canal and the Illinois River,
bearing a message from Mayor Busse
to President Roosevelt at St. Louis.

North Dakota will be the name of
battleship 23, one of the new 20,000-
ton vessels, contracts for which were
recently awarded by the Navy Depart-
ment. The other vessel will be called
the Delaware.

The first eastward passage of the
Cunard liner Lusitania from New
York to Queenstown, occupied five
days, four hours and nineteen min-
utes, or three hours and twenty-five
minutes more than her westward run.

The steamer Alexander Mimick
went ashore thirteen miles west of
White Fish Point, in Lake Superior,
on September 21, Captain Randall and
five of the crew being drowned.
Eleven members of the crew were
rescued.

Secretary of the Navy Metcalf has
received from the Attorney-General,
an opinion, presumably favorable, on
the general question of the legality of
the Navy Department chartering for-
eign vessels to carry coal for the
American Navy.

There arrived at New York during
August 458 vessels from foreign ports,
representing 16 nationalities, accord-
ing to reports of the boarding offi-
cers. Of these ships 214 were Brit-
ish, 71 American, 59 German, 47 Nor-
wegian and 14 Italian.

The steamer Picton, of the Riche-
lieu and Ontario line, was burned at
her dock at Toronto on September 21.
Miss Minnie Hatch of Montreal, a
passenger, was burned to death, and
George Leskie, a fireman, was suf-
focated. Loss \$100,000.

The New York Yacht Club has de-
clined the challenge of Sir Thomas
Lipton for a race for the America's
Cup, upon the ground that Lipton's
terms are not in keeping with the
Club's rules. It is said that Lipton
will issue another challenge in modi-
fied form.

An Imperial rescript forbidding the
service of any Colonial authority of
any legal process regarding fishery
rights on board any American vessel
and suspending all Colonial statutes
authorizing Colonial officials to seize
American vessels for alleged fishery
offenses was proclaimed at St. Johns,
N. F., on September 25.

The American auxiliary yacht John
P. Bradley, which left North Sydney,
N. S., early in July for the Arctic
region, returned to that port on Octo-
ber 1, having landed an exploration ex-
pedition, at Smith's Sound, latitude 79
N. The expedition expects to cross
Ellsmere land early in the spring and
will attempt to reach the Pole by
way of the Polar Sea.

Bids for food supplies for Admiral
Evans' battleship fleet on its coming
trip to the Pacific Coast were opened
at Washington, D. C., on October 3.
The amount asked for approximates
6,000,000 pounds, made up, perhaps, of
two dozen different kinds of articles of
food, besides quantities of fruit ex-
tracts, eggs and table delicacies, to
be delivered at the Brooklyn Navy
Yard.

With the Wits.

Jack Sprat could eat no fruit,
His wifey didn't try;
They both were fond of fruit, but then
The prices were too high!
—Exchange.

Beauty and the Beast.—Hewitt—"I hear that they made a lion of you at the banquet the other night."

Jewett—"Yes, and when I got home I found a lion tamer, all right."—Tit-Bits.

Hopeful.—She—"You call me beautiful now, but will you call me beautiful twenty years from now?"

He—"Oh, why picture the dismal side of everything? You may be dead then."—Chicago Record-Herald.

A Good Impression.—Mrs. Griggs—"The new minister said he would call this evening."

Mr. Griggs—"Then you had better dust the Bible and turn down a few corners of the leaves."—New York Telegram.

George held her hand and she held his;

Soon they hugged and went to kizin;
Ignorant her pa had rizn—

Madder'n hops and simply sizn—
? * ! ? O ! * ; * ; ! ? ? ?

Gee! but George went out whizin!
—Princeton Tiger.

The Tattle-Tale.—"Are all these yours?" asked the caller.

"Yes," replied the proud mother of the four boys, "these are all my chickens."

"Chickens?" snorted the bad boy in the next yard; "not much; they ain't! They was all in swimmin' this mornin'."

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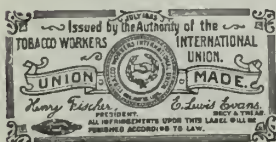
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 4.

SAN FRANCISCO, WEDNESDAY, OCTOBER 16, 1907.

Whole No. 1044.

RULING ON CHINESE CREWS.

IN a ruling by the Solicitor of the Department of Commerce and Labor, under date of June 7, 1907, it was decided that American vessels which engage Chinese crews in a Chinese or other foreign port and afterward enter the coastwise trade of the United States can not continue carrying such crews, as to do so would be a violation of the Coastwise Navigation laws. This ruling (published in a previous issue of the Journal) was elicited by a communication addressed to the Department by the Sailors' Union of the Pacific, referring specifically to the case of the steamer *Lyra*. The terms of the ruling seemed to be capable of extension to the steamers of the Pacific Mail Company, engaged in the trans-Pacific trade and, incidentally, in the coastwise trade between San Francisco and Honolulu, T. H. Accordingly, the Sailors' Union addressed the Department, setting forth the facts in the case of the latter company. The communication of the Sailors' Union is as follows:

San Francisco, Cal., July 31, 1907.

Hon. Oscar Straus,
Secretary of Commerce and Labor,
Washington, D. C.

Dear Sir:

For some years past the Pacific Mail Steamship Company (a corporation) has been and now is operating several steam vessels flying the American flag, out of the port of San Francisco, on voyages to Honolulu, thence to ports in China, Japan and the Philippine Islands, and return to San Francisco via the same ports.

Such vessels carry passengers, United States mails, and cargo between San Francisco and Honolulu on the outward and inward voyages.

The officers of each vessel are residents of the City and County of San Francisco, and there sign shipping articles before the United States Shipping Commissioner, and at the expiration of each voyage they are paid off before him.

The sailors, firemen, and waiters, in number about two hundred on each vessel, are Chinese aliens, and each are shipped and sign shipping articles before the United States Consul at Hongkong, and upon the return of the vessel after each trip they are paid off before him at that place.

It is our contention that such hiring and contract of shipment and the presence of such aliens on board of American vessels is a violation of the provisions of Sections 4 and 8 of the Act of March 3, 1903, entitled, "An act to regulate the immigration of aliens into the United States."

The wages paid to such Chinese are about \$7 per month; white persons doing the same work on other vessels are paid from \$35 to \$45 per month.

No direct judicial decision of the questions we here submit to you has been had since the passage of the Act of 1903. Decisions of questions arising under previous Acts can be found, and questions affecting the operation of the Act upon foreign vessels. None of the prior Acts upon the same subject contained language such as is found in Section 33, it reading as follows:

"Sec. 33. That for the purposes of this Act the words 'United States,' as used in this title, as well as in the various sections of this Act, shall be construed to mean the United States and any waters, territory, or other place now subject to the jurisdiction thereof."

We contend that if a vessel flying the American flag is a place subject to the jurisdiction of the United States, then the contracting with aliens in Hongkong, and the taking of them on board of such vessels, is a violation of the provisions of the sections hereinbefore mentioned.

Is an American vessel a place subject to the jurisdiction of the United States?

The decisions of the Courts are all one way upon this subject. His Honor, Justice Field, in the case of the Chinese Waiter, 13 Fed. Rep., 286, said:

"A person shipping on an American vessel as one of the crew is within the jurisdiction of the United States. An American vessel is deemed a part of the territory of the State within which its home port is situated, and, as such, a part of the territory of the United States." In *re Moncan*, 14 Fed. Rep., 47.

In both of the above cases it was held that a Chinese person shipping on board of an American vessel was at all times within the United States, and by so doing he did not forfeit his right to admission under the Exclusion Act, as he had never left this country. If the above cases were correctly decided, and there is no doubt they were, the Chinese to which we call your attention are undoubtedly within the United States, no matter where the vessel may be, and most certainly so when the vessel is in either the port of San Francisco or in Honolulu.

In the case of *In Re Ross*, 140 U. S., 455, the Supreme Court of the United States says as follows:

Page 472. "By such enlistment he becomes an American seaman—one of an American crew on board of an American vessel—and as such entitled to the protection and benefits of all the laws passed by Congress on behalf of American seamen, and subject to all their obligations and liabilities."

Page 477. "A ship is a kind of floating island."

The scope of the foregoing decision is that a seaman on board of an American vessel renounces allegiance to his native country, whatever that may be, during the time of his service, and that during such time he is subject to American laws, and entitled to their benefit and protection.

We thus have the Chinese crews of the vessels of the Pacific Mail Steamship Company placed upon the same rank and equality with native born citizens by the mere act of the company itself, something not contemplated by the Exclusion Acts, and entirely contrary to the spirit of those Acts, and the Contract Labor law.

In the case of *Wilson vs. McNamee*, 102 U. S., 572, the Supreme Court, on page 574, says:

"A vessel at sea is considered as a part of the territory to which she belongs when at home. It carries with it the local legal rights and jurisdiction of such locality. All on board are endowed and subject accordingly . . . The jurisdiction of the local sovereign over a ves-

sel and over those belonging to her in the home port and abroad on the sea, is, according to the law of nations, the same."

It will be remembered that the United States Courts have exclusive jurisdiction of all crimes committed on board vessels on the high seas, and that this country emphatically denied the right of search of American vessels to Great Britain, claiming that vessels were a part of the territory of the United States, and it was that claim that led to the War of 1812.

We will further direct your attention to the taking of Messrs. Mason and Slidell from the British vessel *Trent* by the United States sloop of war *San Jacinto*, and the claim urged by Great Britain on that occasion, which subsequently led to their surrender by this country.

The case of *Crapo vs. Kelley*, 83 U. S., 610, is an exhaustive discussion upon the same subject, and in which the Supreme Court reaches the same conclusions. See also *The E. B. Ward, Jr.*, 17 Fed. Rep., 456.

The vessels operated by the Pacific Mail Steamship Company, as hereinbefore stated, as near as we remember their names, are as follows: *Manchuria*, *Siberia*, *Korea*, *Mongolia* and *China*, all of which, excepting only the *China*, are comparatively new vessels, built on the Eastern part of this continent and brought to the Western shore with white crews, where they were replaced with Chinese, some of the Chinese crews being brought as an additional crew in other vessels of the same company to San Francisco, and transferred in San Francisco harbor. One vessel, we believe, had her crew transferred to her in Mexico, the Chinese being taken there for that purpose, and the steamship calling there on her way to San Francisco from the place where she was built.

We further submit that the Act of June 26, 1884, 23 Stat. 58, permitting the master of a vessel engaged in the foreign trade to ship a crew abroad for a trip from a foreign port to a port of the United States and return, was never intended to permit vessels to do as the vessels of the Pacific Mail Company do. That was intended to cover the case of a vessel finding herself destitute of a crew in a foreign port, and not a case where one part of the crew is periodically shipped in the United States, and the other part for the same voyage in a foreign port. But if the Statutes of 1884 permitted that to be done, the Act of March 3, 1903, does not permit it if the crew so shipped are aliens, and the latter Act of necessity repeals the Act of 1884 in the particulars mentioned.

The intention of Congress in the Act of 1903 was to improve the condition of the wage-workers of this country, and prevent the competition of the pauper labor of other countries, it has been held applicable to seamen.

Taylor vs. U. S., 152 U. S., 1.

Op. Solr. June 7, 1907.

Seamen are in the cases above mentioned brought into direct competition with the pauper labor of Asia. The merchant marine is a training school for seamen for vessels of war. Other nations draw from it to man their vessels of war. The inability of the United States at this time to obtain sufficient sailors to man its vessels of war

(Continued on Page 7.)

SAN FRANCISCO BAY.

(For the Coast Seamen's Journal.)

I've sailed across the seven seas, and roamed the wide world o'er,
Both Hemispheres I've scoured for years in quest of wealth and lore.
And as I voyaged here and there, on distant cruises bound,
Full many times in foreign climes fair-seeming spots I found.
And yet, with all, methinks I've seen no place in all my day
That can compare, in beauty rare, with San Francisco Bay.

My eyes have scanned each sea-laved mile of Albion's storied shores,
I've cruised the seas 'twixt Spain and Greece, been wrecked on the Azores;
Around Cape Horn and the Good Hope to India's palm-grown strand;
From Baffin's Bay to Mandalay, past many a favored land
And sun-kissed isle in Southern seas, my bark has ploughed her way—
But, give to me the scenery 'round San Francisco Bay.

Down where the sombre blackness of the starless Cul de Sac
Enjoins the morn to sternly warn the trav'ler to turn back,
And where the fiery Southern Cross lights up the firmament,
Oft have I sat and gazed at that vast stellar continent,
But in my eyes the brightest orbs of all are, to this day,
The stars that light the sky at night o'er San Francisco Bay.

On Asia's verdant hills and plains, in Afric's fevered glades,
Upon the Nile and Pharos' Isle, down where the Ganges fades
Away in the pellucid sea, in Alpine valleys fair—
In every zone to trav'ler known—my lungs have tried the air,
And thus I know that nowhere is there air, for work or play,
That beats the air, the bracing air, on San Francisco Bay.

Like every sailorman, I love a harbor deep and wide—
A land-locked bay where big ships may at anchor safely ride.
I love to watch the ships make sail when getting under weigh;
To see them glide across the tide, a-standing down the bay.
That's why I linger, dreamily, to watch, whene'er I may,
The ships that sail with freight and mail from San Francisco Bay.

A few brief years and I must bow to Nature's stern decree;
Must cross the bar that waits, afar, for all who sail life's sea.
Ah, well—long life is not the best that mortal may desire,
So when my day has passed away I'll willingly retire.
The only boon I'll crave is that my bones be laid away
Beneath the sand that lines the strand of San Francisco Bay.

And when my spirit, freed at last, mounts to that realm above,
Where angels play on harps all day, and chant sweet hymns of love;
When Peter's found my record straight, and opened wide the door—
Invited me to seated be up there for evermore—
Then, as he turns to let the next man in, I know I'll say:
"I'd rather go and watch, below, o'er San Francisco Bay."

HAWSERLAID BILL.

S. S. Sonoma.

EIGHT-HOUR ORDER.

A general order issued by the War Department on September 17th is calculated to put an end to the long-drawn-out controversy between organized labor and the army engineers over the question of enforcing the eight-hour day in all Government work.

The labor unions, according to the order, win decisively, for the new proclamation amends the army regulations making the eight-hour day so general that it seems to leave no point over which even labor leaders can dispute.

Samuel Gompers, President of the American Federation of Labor, and other labor leaders have been hammering at this subject for years, and have had extended correspondence with President Roosevelt about it, as well as several conferences at the White House. About a year ago the subject reached such a critical stage that it added a good deal of energy to the campaign engineered by Gompers and his allies against Republican Congressmen who were running for re-election.

At that time Gompers publicly accused the President of bad faith in failing to see that the law was fully enforced. The result was an investigation by Doctor Neil, chief of the Bureau of Labor, who found that on some Government works the army engineers in charge were permitting contractors to work their men more than eight hours a day.

The question was then called to the attention of Secretary Taft. He at once gave orders that thereafter no overtime work should be permitted, and that complaints of such should be reported to him immediately. Now he has gone further, and by amending the regulations incorporated that order in the fundamental working law of the army.

The new regulation is very comprehensive, and provides that a stipulation covering its contents shall be incorporated in any contract to be let hereafter. This will make it apply to all river and harbor work, and to public buildings being erected under the supervision of army engineers. No mention of the Panama Canal is made in the amended regulation, and that bone of contention between the labor organizations and the Government will be left for them to gnaw on. The labor leaders contend that the Eight-Hour law should apply there as well as in this country, but the War Department has held that there has never been a determination that the Canal "public work" was within the meaning of the statute. The labor leaders have complained long and bitterly that this was merely a device on the part of the department to get around the application of the law. The new regulation reads:

"Eight hours shall constitute a day's work for all mechanics, laborers and workmen employed by the several staff departments. The service of mechanics and laborers employed by contractors in the execution of public works, including the construction of barracks, quarters or other buildings on military reservations, is also limited and restricted to eight hours in each calendar day, and no officer or contractor shall require or permit any such laborer or mechanic to work more than eight hours in any calendar day, except in cases of extraordinary emergency. There are excepted from the operation of this rule:

"The officers and crews of vessels.

"Teamsters, packers and other employees belonging to wagon and pack trains when engaged in field service or in the prosecution of military operations.

"Persons employed as cooks and cooks' helpers, overseers of labor of prisoners, and others, who, owing to the nature of their employment being peculiar, may be decided by the Secretary of War, upon the facts being reported to him, to be neither laborers nor mechanics within the meaning of the Eight-Hour law. All exceptions on the ground of extraordinary emergency will be promptly reported to the Secretary of War.

"All contracts for the execution of public works, including the erection of buildings for the use of the military establishment, will contain a stipulation restricting the service of mechanics and laborers to eight hours per day, and officers charged with the supervision and execution of such contracts will report all violations of such stipulation to the head of the bureau charged with the prosecution of the work."

EARTH'S POPULATION.

The Bible places the date of creation at about 4000 B. C. Latter-day geologists figure anywhere from 10,000 to 100,000 years, and John Fiske, one of the most eminent authorities, gives good reasons for supposing human beings to have existed for half a million years.

To-day we estimate the earth's population at 1,500,000,000—a very generous estimate. One-half of this population is female. Experience tables show that there are three generations in every century. From these slender data it is but a simple mathematical calculation in progression toward the year in which the first pair of human beings appeared on earth. Upon this hypothesis the year 50,000 B. C. brings us down to about 3,000,000 people. If we accept and from this point retrace our steps to the present day—say 1900 A. D.—we arrive at the conclusion that a total of 72,000,000,000 human beings have been born to date, of which number only about 1,500,000,000 are alive to-day.

Had every individual body been preserved in a casket measuring on an average 6x2x2 feet, all could have been buried in Oklahoma's area of 38,700 square miles, and a liberal allowance of space for paths and driveways been left. Or all the coffins could have been dropped into Lake Superior without endangering the inhabitants of its shores on account of a possible tidal wave. The present living population of 1,500,000,000 persons can find standing room on Staten Island, in New York harbor.

In the State of Texas you could place each man, woman and child, 70 feet apart, giving each 4900 square feet of land—room sufficient for house, cattle and vegetable garden.

Within the limits of these United States each living human being to-day could have 65,000 square feet, or they could be placed 255 linear feet apart.

The next time you hear anybody talking "overpopulation" you can shut him up by telling him that you can pack the whole lot—1,500,000,000 people—in a box measuring 2000 feet each way.—New York World.

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

SEAMEN AND WAR RISKS.

It is provided by the Merchant Shipping Act, 1894, that the owner or master of a foreign-going ship shall pay each seaman the whole of the wages due to him within two days of the time when he lawfully leaves the ship at the end of his engagement; and that in the event of his wages, or any part of them, not being paid as provided, then, unless the delay is due to the act or default of the seaman, or to any reasonable dispute as to liability, or to any other cause not being the wrongful act or default of the owner or master, the seaman's wages shall continue to run and be payable until the time of the final settlement thereof.

In December, 1904, a crew signed articles to serve on board the steamship Franklyn, on a "voyage of not exceeding three years' duration to any ports or places within the limits of 75 degrees north and 60 degrees south latitude, commencing at Glasgow, proceeding thence to Hong Kong via Barry, and (or) any other ports within the above limits, trading in any rotation, and to end at such port in the United Kingdom or Continent of Europe (within home trade limits) as may be required by the master." They sailed from Cardiff with a cargo of coals, and reached Hong Kong on February 20th, 1905. War had been going on between Russia and Japan for more than a twelvemonth. At Hong Kong the men were told for the first time that the Franklyn was to proceed with her cargo of coal to Sasebo, a naval base of Japan. Coal had been declared contraband of war by both belligerents, and accordingly a vessel carrying coal to Sasebo was liable to be captured, if the Russians could capture her, and to be sent to a Russian port for adjudication. More than that, under the practice adopted by Russia in that war, she ran the risk of being sunk instead of being taken into port. If, therefore, the men had gone on with the ship to Sasebo they ran the risk of losing their employment and their kit, of being cast adrift in a Russian port during war, and of their ship being destroyed on the high seas, and themselves exposed to whatever danger that might involve. The master claimed that the men were bound to go on to Sasebo. The men refused, but offered to go if the captain would make good their wages and clothes till the time they arrived in the United Kingdom in the event of the ship being taken or sunk. The master said his owners would not allow him to do that. Upon this the master threatened the men that if they refused to proceed he would take them before the harbor-master, who is also port magistrate. This was done. The men still refusing to sail for Sasebo, the harbor-master sentenced them to ten weeks' imprisonment, and they were imprisoned accordingly, with circumstances of much hardship and indignity. The wages they had already earned were not paid them. After serving their sentence they were sent home as distressed seamen, and reached London on July 15th, 1905. They then brought an action against the owners of the Frank-

lyn for malicious prosecution, wages and maintenance, and damages.

In the King's Bench Division the men obtained judgment for their wages, but only up to the time they arrived in England; and it was held that they could not recover for malicious prosecution. There were cross-appeals; and the Court of Appeal decided that the men were justified in refusing to proceed to Sasebo, and that they were entitled to wages from the date of their engagement up to the final settlement of their claims by the decision of the Court of Appeal, i. e., December 21st, 1906, and also to maintenance from February 20th, 1905, up to the same date. The claim in respect to malicious prosecution was abandoned.

The owners appealed to the House of Lords. The House of Lords held that the treatment of the men had been illegal throughout; that the master had no right whatever to require the seamen to take war risks, or to proceed on any voyage other than a commercial voyage with commercial risks; that the sentence of imprisonment passed upon them was illegal; that the refusal to pay them their wages at Hong Kong was illegal; that the seamen had lawfully left their ship at Hong Kong, for they were compelled by law against their will to leave it; and that consequently the decision of the Court of Appeal should be upheld.—*Palace Shipping Company. vs. Caine and Others.* House of Lords, May 30th, June 3rd and 5th, and July 29th, 1907.

BRITISH TREATMENT OF INDIANS.

When Bombay (at present the second largest city in the British Empire) had been acquired, the Government of England, in granting it to the British East India Company, wrote the following words under the date of March 27, 1669:

"And it is declared that all persons being His Majesty's subjects inhabiting within the said island and their children and their posterity born within the limits thereof shall be deemed free denizens and natural subjects as if living and born in England."

Queen Victoria, in her letter to Lord Derby, Governor-General of India, commanding him to write the proclamation, said:

"And point out the privileges which the Indians will receive in being placed on an equality with the subjects of the British Crown, and prosperity flowing in the train of civilization."

Well, these beautiful declarations have been consistently ignored by the autocrats of India, for we Hindus have no voice whatever in the fiscal administration of India. It is known in this country that after nearly 150 years of British rule in India the people of that country are not permitted to carry arms, that no native is appointed to any responsible position in the Army and that he is excluded from the Navy.

Charles E. T. Stuart-Linton in his letter of August 12th says: "In 1870 competitive examinations for the Indian civil service were opened to Indians as well as to Europeans." These words provide a good illustration of a statement apparently true being

used to hide the truth from the thinking world. These examinations are held only in England and under conditions which practically shut out the Indians from civil service. Repeatedly have the Indian leaders requested the British Government to hold these civil service examinations simultaneously in India, but an emphatic negative answer has invariably been returned.

The highest appointments in the civil service are almost entirely held by Englishmen. The highest revenue official in the district is called the district collector, and he draws a salary of \$8000 a year; of such high salaried officials in South India only three or four are natives. In Ceylon, where political conditions are much the same as in South India, during the last twenty years only three natives have been appointed to the civil service, and none during the last six years; whereas about a dozen Englishmen enter the civil service every year. Mr. Gokhale, a member of the Indian Viceroy's Council, and one of the most level-headed Indian politicians, says:

"Our net revenue is about £44,000,000 sterling. Of this very nearly one-half is eaten up by the army. The home charges, exclusive of their military portion, absorb nearly one-third. These two between them account for about thirty-four out of forty-four millions. Then more than £3,000,000 is paid to European officials in civil employ. This leaves only about £7,000,000 at the disposal of the Government to be applied to other purposes. Can any one who realizes what this means wonder that the Government spends only a miserable three-quarters of a million out of the State funds on the education of the people? Japan came under the influence of Western ideas only forty years ago, and yet already she is in line with the most advanced nations of the West in matters of education, the State finding funds for the education of every child of school-going age. We have now been a hundred years under England's rule and yet to-day four villages out of every five are without a schoolhouse and seven children out of every eight are allowed to grow up in ignorance and darkness. Militarism, service interests and the interests of English capitalists, all take precedence to-day of the true interests of the Indian people in the administration of the country."—S. C. K. Rutnam, President Central College, Colombo, Ceylon, in *New York Sun*.

The Mitsu Bishi Engine Works, Nagasaki, Japan, has decided to construct a floating dock with a capacity for vessels of 12,000 tons' displacement. The dock will cost \$750,000 gold. About 5,000 tons of iron material are required for its construction. Of this amount 4,000 tons have been ordered from the Edamitsu Iron Foundry, and the rest from an English iron foundry. It will be completed the year after next.

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Home News.

John Reed was convicted by a jury at Vancouver, B. C., on October 9, and sentenced to six months for participating in the recent anti-Oriental riots.

Governor Johnson of Minnesota is out with a formal statement that he is not a candidate for the nomination for President. He also states that he knows that William J. Bryan is a candidate.

The Cleveland (O.) Electric Railway on October 2 began selling street-car tickets at the rate of seven for 25 cents. The experiment is made to show that the company is in earnest in its effort to give practically 3½ cent fare.

Former Mayor T. B. Black, of Kenton, O., pleaded guilty on September 30, to forgery and embezzlement and was sentenced to serve five years in the penitentiary. He was charged with embezzlement of \$30,000 trust funds of Columbus clients.

The Union Pacific Railroad in the Federal Court, at Omaha, Neb., on October 4, pleaded guilty and confessed judgment to the indictments of violations of the Safety-Appliance laws. The confession carries with it a fine of \$100.

Leading officials of several of the large life insurance companies were summoned by District Attorney Jerome, of New York, on October 1 to appear before the criminal branch of the State Supreme Court to plead to indictments found against them by the Grand Jury.

Official figures disclose the fact that of the 6000 Japanese who recently arrived in Vancouver, B. C., 1600 have got across the boundary line to Seattle, Portland and San Francisco. These include 1000 who came from Honolulu and who could not enter the United States direct.

The Kansas railroads on October 4 withdrew their request to the State Board of Railway Commissioners to be allowed to charge 3 cents a mile for passengers who fail to buy tickets. It is assumed that the railroads intend to take the matter into their own hands and charge the 3 cents regardless.

Secretary Straus, of the Department of Commerce and Labor, and Frank P. Sargent, Commissioner of Immigration, have determined to eliminate the "white slave" traffic from the United States, if possible. Women less than three years in the United States will be rounded up and deported.

It is rumored that the Congressional Immigration Commission which visited Europe last summer will recommend that all immigrants to America be required to show a certificate from the United States Consul at the port of embarkation as to their good character.

The passenger traffic managers of the transcontinental lines have decided to continue the issuance of clergymen's permits. Greater restrictions, however, will be thrown about these rates, and they will cost an average of \$5 more per year in territory west of the Missouri River than heretofore.

The new foreign postal rate, adopted at the last Universal Postal Convention in Rome, became effective on October 1. Foreign postage is now 5 cents for the first ounce and 3 cents for each additional ounce. The new rate applies to all countries except Canada, Mexico and Cuba, in which the domestic rate continues.

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Wahlers, W.
Wordehoff, Alfred
Westln, J. A.
Wilson, J.
Washburn, Thomas
Widos, Stefan
Winseus, Peter
Yetwel, Fred

Pacific Coast Marine.

Secretary of the Navy Metcalf and Admiral Brownson announce that the fleet will be in readiness to start for the Pacific Coast on December 15th.

Captain George Simpson, of the British steamer Garscube, which arrived at San Francisco on October 7, was fined \$500 by the Collector of the Customs for having failed to file a list of the wines and liquors on board.

The United States Attorney-General on October 10 rendered an opinion to the effect that the new law does not require the collection of Light-house and Tonnage dues on coal sent to Pacific ports for the Navy in foreign bottoms.

A telegram from London received at San Francisco on October 9 conveys the intelligence that the British steamer Strathendrick, from Newport News bound to San Francisco, has put into Valparaiso with her machinery disabled.

The following changes of masters are announced at San Francisco: Ship Aryan, M. Brigham, vice A. O. Sorensen; schooner Santiago, P. Kelly, vice P. S. Farley; schooner Roderick Dhu, P. S. Farley, vice Frank M. Berg; steamer Isleton, H. J. Atthowe, vice E. Atthowe.

John Charles Peterson, the vessel lookout at Diamond Head, Honolulu, died at the Queen's Hospital in that city on September 27, of chronic nephritis. For twenty-eight years he had been employed by the Territory to watch for and report the arrival of vessels at that port.

The United States Army cable ship Burnside will shortly return to Seattle from Alaskan waters. It has been decided to postpone the laying of the Katelta cable, for which everything was intended, until spring, on account of serious questions concerning cable landings.

Intense anxiety is being aroused among shipping men as to the whereabouts or fate of the Japanese steamer, Koan Maru, bound from Moji, Japan, to San Francisco with a cargo of coal, and it is thought by many experienced men that she foundered with all on board in the typhoon which raged along her track three weeks ago.

The Gualala Steamship Company, of San Francisco, has filed a suit against Notley Brothers, of San Jose, in the United States District Court at San Francisco. The suit is for the recovery of \$762 alleged to be due on a freight bill for a cargo of tan bark shipped aboard the Gualala on September 6 from Shelter Cove, Humboldt county, to Benicia.

Collector of the Port Stratton, of San Francisco, has received a telegram from the Commissioner of Navigation authorizing him not to collect Tonnage tax on coal brought to that port in foreign bottoms for Government use and to refund charges that had already been collected, pending a decision as to whether or not it was legal to collect such a tax.

The Pacific Coast Company's newly repaired steamer Queen sailed from San Francisco on October 10 for Los Angeles on her first voyage since she was renovated. The Queen is a very much improved steamer and by some is declared to be the best-looking of the company's fine fleet. Captain H. C. Thomas, formerly in command of the State of California, is in charge of the Queen.

Captain C. E. Ferris, of Seattle, has been appointed assistant marine superintendent to the Pacific Coast Steamship Company. Captain Hall, who was for some time acting assistant marine superintendent, will take the steamer State of California to Seattle, where she will undergo extensive repairs. The repairs include the installation of new boilers, and when completed the State of California will be almost a new steamer.

Barring unforeseen accidents or delay, gold and treasure to the amount of \$1,575,000 which was lost when the ship Golden Gate sank in 1862 off the coast of Mexico near Mazanilla will be recovered during the first months of next year. A number of Eastern capitalists, residing mostly in Philadelphia, have formed a company for this purpose and their representative, C. W. Johnston, is now in San Francisco making preparations for carrying on the work in the southern waters.

The Pacific Coast Steamship Company's steamer President, which at the present time is in Alaskan waters, was in communication with the wireless station at Point Loma, Cal., on October 6. The distance was so great and the atmospheric conditions of such a nature, however, that very little could be understood. It was finally learned that she was about 1000 miles north of Cape Flattery, or 2200 miles north of San Diego.

With 200 passengers and 2,000 tons of cargo on board, the steamer Spokane arrived at San Francisco on October 11 from Seattle. This will be the last trip of the Spokane to San Francisco for some time. She will return to Seattle and go into Moran's dry dock for extensive repairs. She is to be cut in two, lengthened and will be made into a thoroughly new vessel. The repairs are expected to take some months, and when they are completed she will be put in commission between San Francisco and Alaska.

The British steamer Newington, Captain Charles Polkingthorne, bound from Hull, Eng-

land, to Vancouver, B. C., put into San Francisco on October 2 for coal. The Newington was for many years used as trawler in the North Sea and at Iceland, and has been sold to go into the towing business up North. The little steamer, which is only sixty tons register, left Hull June 23, and her last port of call was Callao, where she coaled. The little steamer is destined to tow lumber up and down the Coast.

Plans have been finished for building two new first-class up-to-date steamers to go on the San Francisco-Portland run in the Harriman interests. The arrangements provide for the building of the steamers at Philadelphia yards. Both will be of 3000 tons register, the size of steamer which has been decided upon as the most suitable for the Portland and Astoria trade as far as it is at present developed. Both of these steamers will be fitted with wireless apparatus and it is intended that they shall be completed within twelve months.

It was announced at Seattle, Wash., on October 4 that, beginning November 1, the Pacific Coast Steamship Company will inaugurate a direct steamship service between San Diego and Seattle. The steamers Umatilla and Senator will be placed on the run. Hitherto shipments from San Diego have been transshipped at San Francisco. The new steamship route is expected to save 80 cents a ton in marketing California fruit on Puget Sound, besides giving quicker service. This is the first time a direct steamship service between the two points has been afforded.

A telegram from London conveys the information that the new lumber schooner Olsen and Mahoney, which put into Rio Janeiro in distress on October 8, had broken four blades of her propeller and that her air pump valves had broken. The Olsen and Mahoney was built at Philadelphia and only recently finished. Both on her trials and on the voyage down the Atlantic Coast as far as the West Indies she had given every satisfaction and done all that was asked of her. It is thought that the schooner must have struck some wreckage along the Brazilian coast.

After a passage occupying seventy-seven days, the new steam tug General Hubbard, Captain Lord, arrived at San Francisco on October 7 from Norfolk, Va. The General Hubbard was built at Philadelphia for the Hammond Lumber Company of San Francisco, and is to be used for towing lumber. She was built at the yards of Neafie & Levy, and is of 400 tons register, 140 feet long, 29 feet beam and 16 feet deep. Her engines are of 1000 horse-power, giving a speed of fourteen knots. Dennis Hunter, first assistant engineer, died of heat on September 30 and was buried on the same day. Deceased was a native of Liverpool, Eng.

T. M. Laffin of Yokohama, Japan, filed a suit in libel in the United States District Court at San Francisco on October 7 against J. J. Moore & Company, shipping and commission merchants, of San Francisco, to recover \$5955 damages for neglect and the loss of part of a cargo of logs. The suit arises out of a contract made with Moore's agents, Bredhoff Nelson Company, of San Francisco, to load on the British vessel Vermont, in October, 1906, while in the port of Mororan, Japan, 500,000 feet of oak logs. The cargo was to be loaded at the rate of 150,000 feet per day. While the loading was in progress a storm came up and a raft of logs was broken and 420 logs were lost.

Following is the reinsurance list, as issued at San Francisco on October 11: Ship Guiana, 207 days from Mobile for Bahia Blanca, 90 per cent; La Tour d'Avergne, 132 days from Rochester for San Francisco, 8 per cent; Medea, 223 days from Stettin for San Francisco, 37 per cent; Thomasina, 163 days from Port Pirie for Falmouth, 6 per cent; Haddon Hall, 161 days from Geelong for Falmouth, 6 per cent; Silberhorn, 121 days from Newcastle, Australia, for Pisagua, 60 per cent; Louise, 124 days from Bremen for San Francisco, 11 per cent; Arthur Sewall, 192 days from Philadelphia for Seattle, 15 per cent; Adolph Olrig, 185 days from New York for San Francisco, 15 per cent; Gulf Stream, 196 days from Flushing for Port Townsend, 6 per cent; H. Hackfield, 151 days from Leith to Honolulu, 8 per cent; Koan Maru, 37 days from Moji to San Francisco, 22 per cent; Glenogil, 148 days from Liverpool to San Diego, 10 per cent; Port Caledonia, 148 days from Antwerp to Tacoma, 10 per cent; Dirigo, 130 days from Honolulu to Delaware Breakwater, 10 per cent; Lauriston, 114 days from Tumbrv Bay to Falmouth, 6 per cent.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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CHICAGO, Ill., 22 Fifth Ave. Tel. Main 3637.
MILWAUKEE, Wis., 417 Florida St.

Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 16, 1907.

THE STRAUS RULING.

The ruling of Secretary Straus (published in this issue), under which the employment of Chinese crews on the vessels of the Pacific Mail Steamship Company is declared legal, marks another victory for that corporation. For a number of years the action of the Mail Company in employing Chinese crews has been actively opposed by the organized seamen of the United States, supported by the labor movement of the country. Numerous protests have been made to the authorities at Washington, based upon facts which seemed to constitute a conclusive case against the Company. In each instance the result has been the same, namely, a ruling more or less plausible and more or less evasive, but none the less clearly denying the protests of the seamen. A review of these protests and rulings forces the conviction that the Pacific Mail Company, like the proverbial King, can do no wrong. It would seem that however general the laws concerning Immigration, Contract Labor and Chinese Exclusion may be, however strictly these laws may be enforced in other cases, they do not apply to the Pacific Mail Company.

The ruling of the Department of Commerce and Labor in the present instance is typical of the reasoning processes by which the authorities reach their conclusions in all such cases. The latest protest of the Sailors' Union is based upon a considerable body of law, reinforced by numerous court decisions, bearing out the maxim that an American ship is "a part of the territory of the United States," and as such subject to the laws applicable to the country at large. In addition, the protest of the Sailors' Union is strengthened by the recent ruling of the same Department in the case of the steamer *Lyra*, in which it was held that a vessel manned by Chinese can not enter the coastwise trade. The *Lyra* had been engaged in the transpacific trade, and her proposed entrance into the coastwise trade was practically but an incident of, or break in, the former trade. The chief difference between the cases of the *Lyra* and the Pacific Mail Company is that the *Lyra* was engaged but temporarily in the coastwise

trade, while the vessels of the Mail Company are engaged regularly in that trade. Yet the Department prohibits the employment of Chinese in the case of the *Lyra* and permits, even justifies, that practice in the case of the Mail Company.

Secretary Straus does not attempt to answer all the points raised by the protest, but upon one point he is fairly specific. In denying the contention that the law in the matter of coastwise navigation should be applied to the vessels of the Pacific Mail Company carrying passengers, mail and freight between San Francisco and the Hawaiian Islands, Secretary Straus, while admitting that the Islands are included in the coastwise trade, insists that "the vessels do not cease to be 'in the foreign trade' during any part of their voyage, hence, although they are incidentally engaged in the coastwise or domestic trade, so long as they preserve their status as vessels 'in the foreign trade,' it would seem that the privilege of engaging foreign crews still inures to them by the plain terms of the Act." The position here stated is likely to have important results—results not intended and evidently not thought of—if carried to its logical conclusion. If the fact that an American vessel engaged in the foreign trade calls at the Hawaiian Islands does not alter her status as a vessel "in the foreign trade," what becomes of the law which prohibits foreign vessels from entering the trade between the United States and the Islands en route to and from foreign ports? Under the present law foreign vessels are prohibited from carrying passengers, mail or freight from one port of the United States to another. In other words, foreign vessels are limited to the foreign trade. If the ruling of Secretary Straus, which declares in so many words that the nature of a voyage "in the foreign trade" is not altered by the fact that a vessel calls at a coastwise port en route—if that ruling be sound as to the vessels of the Pacific Mail Company, it ought to be equally sound as to all other vessels, foreign as well as American.

Thus it would appear that Secretary Straus has proved more than he intended to prove, or at least more than is desirable from the point of view of protection to the coastwise trade. However, there need be little fear that the ruling in question will work any serious results as a precedent. The only precedent that weighs with the Department of Commerce and Labor is the precedent of reversal, the precedent by which that Department reverses itself whenever expediency demands such action. Foreign shipowners need not lay the flattering unction to their souls that Secretary Straus will follow his present ruling so as to grant them permission to invade the coastwise trade. Decisions and rulings rendered in the affairs of the Pacific Mail Steamship Company are evidently intended to apply in the case of that concern only. In all other cases the letter and spirit of the laws must be scrupulously observed. The effort of the American seamen to compel the Pacific Mail Steamship Company to respect the law of the land will be continued until it is crowned with success, as it certainly will be, sooner or later.

Demand the label of the Cigarmakers and Tobacco Workers when purchasing cigars or tobacco.

For fac-similes of union labels see the JOURNAL's ad columns.

GIBBONS ON THE UNIONS.

Cardinal Gibbons, in an article in the October issue of Putnam's Monthly, offers some advice, mostly good, to the trade-unions. Possibly the highest compliment that can be paid to the Cardinal is to say that his views are merely an indorsement of the views long held and quite generally, we might say uniformly, practised by organized labor. The Cardinal says:

I take for granted that all unions and other societies of American laboring men are disposed to array themselves on the side of peace and order and are as strongly opposed to violations of the law as other citizens. Hence they should exert their influence to see that the laws are upheld if they would maintain the respect with which they are regarded by their fellows. It is not only a question of patriotism, but of self-interest which deeply concerns them.

To this we say, "Quite true." We go further, and say that the unions are more strongly in favor of peace and order than certain other forms of organization, and do more to see that the laws are upheld than any other form of organization with which we are acquainted. Touching the boycott, the Cardinal says:

Every man is free indeed to select the establishment with which he wishes to deal, and in purchasing from one in preference to another he is not violating justice. But the case is altered when by a mandate of the society he is debarred from buying from a particular firm. Such a prohibition assails the liberty of the purchaser, and the rights of the seller, and is an unwarrantable invasion of the commercial privilege guaranteed by the Government to business concerns.

Quite true, again. If, however, the reverend gentleman means to suggest the use of compulsion in the prosecution of the boycott by the labor organizations, we should say that he has mistaken the true character of that proceeding. The trade-union uses no force in the matter; it advises, and if possible persuades, its members and friends to refrain from dealing with the boycotted concern. If by his reference to "the commercial privilege guaranteed by the Government to business concerns," the Cardinal suggests a vested right in the patronage of the public, we must take issue with him and point out that the law does not, and can not, guarantee anything to a business concern, other than the protection of its property. The patronage of the public is not property, either legally or morally considered; consequently the boycott does not deprive a business concern of anything which either the Government or the public is bound to guarantee. The only proper guarantee of public patronage is public goodwill, and that, in turn, is a thing that lies with the public itself.

Touching the question of strikes, the Cardinal says:

It would be a vast stride in the interests of peace, and of the laboring classes, if the policy of arbitration which is now gaining favor for the settlement of international quarrels, were also availed of for the adjustment of disputes between capital and labor. Many blessings would result from the adoption of this method; for, while strikes, as the name implies, are aggressive and destructive, arbitration is conciliatory and constructive. The result in the former case is determined by the weight of the purse, in the latter by the weight of the argument.

No better or truer sentiment was ever uttered by Cardinal Gibbons or any one else. Nothing could be more in keeping with the sentiments of organized labor; also nothing could be more in keeping with the practice of that institution. The advice of Cardinal Gibbons to organized labor is good—very good—so very good, in fact, that organized labor has been following it for many years.

Demand the union label on all products.

RULING ON CHINESE CREWS.

(Continued from Page 1.)

is attributable largely to the fact that the merchant marine of this country, particularly its best vessels, are manned by Asiatics at wages that offer no inducements to Americans. Sailors are a necessity of all maritime nations, and this country will never have sailors while they as a class are discriminated against, and laws that are made for all are so construed as to deprive them of their benefits.

We respectfully submit, That the contracting with Chinese in Hongkong to serve on board of an American vessel is assisting and encouraging the importation of aliens within the United States, and a violation of Sec. 4 of the Act of March 3, 1903, and that, The taking of such aliens on board of an American vessel, and more particularly the bringing of them into the harbors of Honolulu and San Francisco, is the bringing of them into the United States, and a violation of the provisions of Sec. 8 of the said Act.

We further respectfully submit that, under the opinion of the Solicitor of date June 14, 1907, vessels so manned can not carry passengers, cargo, or mails between the port of San Francisco and Honolulu, as that is coastwise trade.

We therefore respectfully ask that your office take such action in the premises as the law and the facts require.

Very respectfully yours,

SAILORS' UNION OF THE PACIFIC,

By A. FURUSETH, Secretary.

H. W. HUTTON, Counsel.

To this communication the Department of Commerce and Labor replied as follows:

Department of Commerce and Labor.

Office of the Secretary, Washington.

September 24, 1907.

Sir:

I have to acknowledge the receipt of your memorial under date of July 31, 1907, protesting against the employment of Chinese sailors, firemen and waiters by the Pacific Mail Steamship Company, the contents of which have received my careful consideration, as well as that of the legal officers of this Department.

The facts, as presented by you, appear to be that the Pacific Mail Steamship Company, an American corporation, is the owner of a number of steamships of American build and register engaged in the foreign trade of the United States between Hongkong and San Francisco, and that they are manned by alien Chinese crews shipped at Hongkong either for the round voyage or for a definite period of service terminating at Hongkong. It further appears that the vessels in question, instead of plying directly between Hongkong and San Francisco, make Honolulu an intermediate port on the voyage in both directions, and besides carrying freight and passengers between Hongkong and San Francisco, also carry freight and passengers between Honolulu and San Francisco. Under these circumstances it is urged that inasmuch as the trade between Honolulu and San Francisco is a part of the coastwise or domestic commerce of the United States, and as the vessels in question are American vessels, the employment of alien crews thereon constitutes a violation of the Contract Labor laws, as embodied in sections 4 and 8 of the Immigration Act of March 3, 1903, and of like numbered sections of the Act of February 20, 1907.

Authority for the employment of alien crews on vessels engaged in the foreign trade is found in the Act of June 26, 1884 (3 Comp. Stat. 3072), and the Attorney-General, in an opinion under date of August 29, 1902 (24 Op. At. Gen. 111), held that that Act conferred express authority upon the masters of American vessels engaged in the foreign trade to ship alien crews at foreign ports to serve for one or more round trips to and from the port of departure or for a definite time, whatever the destination, and that this statute was not repealed by the Contract Labor laws in force August 29, 1902, the date of the Attorney-General's opinion. Nor can it be said that the Act of June 26, 1884, has been repealed by any of the Immigration Acts of a later date, since the reasoning of the Attorney-General to the effect that no repeal was worked by the earlier Acts applies with equal force in the case of the Acts of March 3, 1903, and February 20, 1907.

But does the fact that the vessels in question are not exclusively engaged in the foreign trade, but are also engaged in some measure in the coastwise trade (see Act of April 30, 1900, sec 98, 2d supp., R. S. 1161) operate to withdraw from them the privileges granted by the Act of June 26, 1884? In my opinion it does not. The privilege is granted to "every master of a vessel engaged in the foreign trade" without qualification or restriction. In the case submitted by you the vessels do not cease to be "in the foreign trade" during any part of their voyage, hence, although they are incidentally engaged in the coastwise or domestic trade, so long as they preserve their status as vessels "in the foreign trade," it would seem that the privilege of engaging foreign crews still inures to them by the plain terms of the Act. In using the language embodied in the Act of 1884, it is not reasonable to suppose that Congress intended that an American vessel engaged in trade between Hongkong, Honolulu and San Francisco, which for any reason is deprived of its crew at Hongkong and in consequences of

which an alien crew is engaged at that port, should upon arrival at Honolulu be required to discharge her crew and provide for its return to Hongkong, and that the vessel should be delayed at Honolulu until a crew qualified to serve exclusively in the coastwise trade is secured in order to continue and complete the voyage to San Francisco, the port of destination.

Independently of the permission granted by the Act of June 26, 1884, it has been repeatedly held that seamen who are not citizens of the United States, employed in good faith in a foreign country, are not within the scope of the Immigration Acts or the Chinese Exclusion laws so long as they follow the sea and come ashore in the ports of the United States only in connection with the business of their vessels or for the purpose of re-shipping.

In a recent opinion of the Solicitor of this Department, under date of June 7, 1907, in which the applicability of the Immigration laws to seamen was considered at length and the various decisions of the courts were reviewed, it was held that where alien seamen, engaged in a foreign port, who are bona-fide members of the crew of a vessel employed in the foreign trade, go ashore in a port of the United States only in connection with the duty of loading or unloading the vessel's cargo, the Immigration laws are not violated and that such action on the part of the seamen does not constitute a landing or entrance into the United States within the meaning of the Immigration laws.

The present case differs materially from the one considered in the opinion of the Solicitor under date of June 14, 1907. The question there considered was whether alien seamen may be permitted to become members of the crew of a private American vessel engaged exclusively in the domestic commerce or coastwise trade of the United States, without complying with the requirements of the Immigration laws relating to the admission of aliens. In that case the vessel in question being engaged altogether in the coastwise trade or domestic commerce of the United States therefore did not fall within the class of vessels engaged in the foreign trade of the United States, as to which certain exemptions or privileges are allowed, as previously shown.

In view of the foregoing I have to advise you that as vessels engaged in the foreign trade of the United States are permitted by express statute to engage foreign crews, and as the Immigration Act has no application to foreign seamen who are bona-fide members of the crew of a vessel engaged in the foreign trade so long as they remain with their vessel or follow the sea and make no attempt to enter the United States and become a part of its population, I am of the opinion that the employment of Chinese crews by the Pacific Mail Steamship Company, as stated by you, constitutes no violation of the Immigration laws. To hold otherwise would, in my opinion, be a subversion both of the spirit and letter of the Act of June 26, 1884, and contrary to my plain duty as an administrative officer.

Very respectfully,

OSCAR S. STRAUS,

Secretary.

Mr. A. Furuseth, Secretary, Sailors' Union of the Pacific, San Francisco, California.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 7, 1907.
Shipping fair.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Oct. 2, 1907.
Situation good.

DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Oct. 8, 1907.

Situation fair. H. P. Griffin was elected to represent the Union at the convention of the International Seamen's Union of America.

H. P. GRIFFIN, Secretary.
42 South St.

DIED.

Charles L. Nilsson, No. 951, a native of Sweden, aged 34, died at Seattle, Wash., on Oct. 3, 1907.

Hjalmar Christian Larsen, No. 1166, a native of Denmark, aged 24, died at Port Townsend, Wash., on Oct. 12, 1907.

Sigurd Henry Lie, No. 1132, a native of Norway, aged 28, died at Seattle, Wash., on Oct. 6, 1907.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Oct. 14, 1907.

Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported shipping dull. The Committee on Cemetery reported that the remains of Comrade Andrew Kelner had been removed to the Union's plot. A committee was elected to prepare the ballot for the election of delegates to the convention of the International Seamen's Union of America. The election will take place in the regular meetings held at Headquarters and Branches on October 28.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Oct. 7, 1907.

No meeting; no quorum; shipping medium; men rather scarce.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Oct. 7, 1907.

Shipping fair offshore; dull otherwise.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 7, 1907.

No meeting; no quorum; shipping and prospects fair; few men ashore.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Oct. 7, 1907.

Shipping brisk.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Oct. 7, 1907.

Shipping medium.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 7, 1907.

No meeting; no quorum; situation unchanged.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 7, 1907.

Shipping and prospects fair.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Sept. 30, 1907.

Shipping medium; prospects uncertain.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 10, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Wm. Brisco in the chair. Nominations were made for delegates to the convention of the International Seamen's Union of America, to be held in Chicago, Dec. 2, 1907. The Quarterly Finance Committee was elected.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Oct. 3, 1907.

Shipping fair.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Oct. 3, 1907.

Shipping improving.

CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Oct. 11, 1907.

Regular meeting came to order at 8 p. m., Chas. Hammarin presiding. It was decided that the delegates to the Fishermen's conference in Seattle call in to Astoria, Or., on their way north to investigate the matter of the shipwrecked crew of the John Currier. A new Banking Committee was elected. The Finance Committee reported having found the accounts of the Union correct.

I. N. HYLEN, Secretary.

93 Steuart St.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Oct. 7, 1907.

Shipping fair. It was decided to send the full quota of 16 delegates to the convention of the international Seamen's Union of America.

WM. PENJE, Secretary.

143 West Madison St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

NEW LAKES CHART.

The United States Lake Survey has just issued a chart of the Great Lakes region. It is printed in five colors on a scale of nineteen miles to the inch, and is intended for the use of navigators. The chart is big enough to show the whole Lake system, from Duluth and Chicago to Montreal, and the sheet, thirty-two by forty-six inches, is small enough to fit in a master's chart case.

Some of the features making it valuable for navigation and allied interests are:

Primary sailing courses, with distances, are shown for all the Lakes.

All water areas with three and one-half fathoms of water or less are shown in blue. The deep water is in white, with the ten, twenty-five, fifty and 100-fathom depths indicated by dotted contour lines. All land areas are in buff tint.

Lines showing the compass variations over the whole region are printed in red. Places where there is a local magnetic disturbance are conspicuously marked.

Curves are given showing the lowest and highest monthly mean heights of the water in each of the Lakes, from 1860 to 1906.

Tables are incorporated giving lengths, terminal points, and locks with their dimensions, of the United States and Canadian canals tributary to the Great Lakes.

Tables of drydocks on the Lakes, with dimensions, are given.

Populations of cities and towns bordering on the Lakes are indicated by varied symbols and graded scales of lettering.

The law provides that these charts shall be sold at the cost of the paper and printing. They are now on sale at the United States Lake Survey Office, 33 Campau building, Detroit, at 25 cents each.

NEW SHIPS ORDERED.

The American Shipbuilding Company has booked orders for two more freight steamers for 1908 delivery. The ships, which will come out at the opening of navigation next spring, will cost about \$600,000.

W. H. Becker closed a contract for a freighter to be a duplicate of the steamer Francis L. Robbins, which was built in 1905. She will be 400 feet over all, 380 feet keel, 50 feet beam and 28 feet deep. She will have triple expansion engines and Scotch boilers. This is the second steamer ordered by Mr. Becker for 1908 delivery. The other boat will be 500 feet long and will be built at Bay City.

The second order was placed by J. R. Davock. This steamer will be 440 feet over all, 420 feet keel, 52 feet beam and 28 feet deep. She will have a carrying capacity of about 7,500 tons.

The new boat will have triple expansion engines, with cylinders 22, 35 and 58 inches, with 42-inch stroke. The boilers will be of the Scotch type, 13 feet 9 inches in diameter and 11 feet 6 inches long.

Nearly all the berths at the Lake yards for early delivery in 1908 have been taken.

Demand the union label on all products!

LAKE TRANSPORTATION.

The Bureau of the Census announces the results of its inquiry into the operations of vessels on the Great Lakes. This covers the number of vessels in operation, their tonnage, valuation, income, wages paid and character of construction of vessels.

The following table gives the results of all classes of crafts of five tons and over, operated on the Great Lakes and the St. Lawrence River in 1906, compared with 1889:

	1906.	1889.
Number of vessels...	2,965	2,737
Gross tonnage	2,391,042	920,294
Commercial valuation	\$130,722,040	\$48,580,174
Gross income	65,278,487	35,463,852
Average number of employees on vessels	24,872	22,726
Total wages paid...\$	13,257,378	\$ 8,098,191
Number of passengers carried	13,761,014	2,235,993
Total horsepower of engines	981,452	.....
Character of construction—		
Iron vessels	33	45
Steel vessels	538	40
Wooden vessels ...	2,367	2,641
Composite vessels..	27	11

During 1906 the total domestic shipments from ports on the Great Lakes and St. Lawrence River amounted to 75,610,690 tons, and this compared with 25,266,974 reported at the Census of 1889, shows an increase of 50,343,716 tons.

TWELVE YEARS' LOSSES.

The aggregate of the losses to Lake shipping during the twelve seasons up to and including 1906, as compiled by the United States Weather Bureau, foots up \$16,220,201, an average of \$1,243,333 per season. Apportioned by years, the totals are:

1895	\$1,968,928
1896	363,520
1897	697,400
1898	1,796,603
1899	613,750
1900	555,175
1901	1,149,300
1902	1,365,300
1903	989,175
1904	521,750
1905	4,055,250
1906	2,043,850

Much of the greatest loss of all the Lakes, during these twelve years, was sustained on Superior in 1905, when vessel property was damaged or destroyed to the total amount of \$2,485,650, the nearest approach to this being the loss of \$777,826 recorded on Lake Michigan in 1895.

Assinorbia, the Canadian Pacific's steamer which arrived in Canada from Scotland recently, is being cut in two at Quebec. When the work is completed the vessel will go to Buffalo, where the two parts will be joined at the yards of the Buffalo drydock. The Assinorbia is a large passenger steamer built for service on the Upper Lakes in connection with the Canadian Pacific service.

LAUNCHED AT DETROIT.

Two modern steamers of different classes were successfully launched at the Detroit shipyards recently. The bulk freighter Edwin N. Ohl was dropped overboard at the Wyandotte yard of the American Shipbuilding Company. She was christened in honor of a well-known iron man of Pittsburgh by Mrs. J. W. Wescott, of Detroit.

The Ohl is building for the Vesta Transit Company, of Cleveland, of which W. H. Becker is manager. The steamer is 440 feet over all, 420 feet keel, 54 feet beam and 28 feet deep. She will have triple expansion engines and Scotch boilers. The Ohl will be ready in about thirty days and Captain F. B. Chilson, now master of the steamer F. L. Robbins, will sail her.

The steamer Rochester which was dropped into the water at the Ecorse yard of the Great Lakes Engineering Works is a package freighter. She is building for the Western Transit Company, of Buffalo. She is a duplicate of the steamer Duluth and is 400 feet over all, 380 feet keel, 50 feet beam and 26 feet deep.

MARINE ITEMS.

The old Watson elevator, which stood at the junction of Buffalo Creek and the Blackwell canal for nearly fifty years, was burned recently. A strong southeast wind threatened to spread the fire, and firemen devoted their efforts to saving shipping and adjoining property. The harbor entrance was blocked and many vessels were delayed. The Anchor line offices, the Lackawanna coal trestle and the steamer Frank L. Vance were for a time in serious danger. The elevator was owned by the Watson estate and had been out of service six years. It was valued at \$50,000.

The new Duluth, Missabe & Northern coal dock is very nearly filled and the erection of the steel superstructure has begun at both ends. When this dock is finished it will be one of the largest on the Lakes, and the only one of steel construction at Duluth or Superior. At Two Harbors the Duluth & Iron Range is trying the experiment of steel for an ore dock and it is thought that when No. 1 Missabe dock is rebuilt that it also will be of steel. The Missabe docks have adopted a new style of ore chute which will allow the ore to slide into the vessels without any chance of clogging, and when the docks are rebuilt an improvement even on these new spouts will be installed.

A number of charitable people in Birmingham about five years ago started a small hand-loom factory to provide a useful and remunerative employment for crippled girls. Many of the delicate fabrics are artistically hand-woven in silk, serge and flax, and the results are most attractive. The product of the factory, which is also a school in hand-weaving, is acquiring a reputation for artistic merit and quality, and the enterprise is now paying its way.

SKYSCRAPER OF THE FUTURE.

The fact that two forty-five story skyscrapers are now pushing up from New York's narrow streets toward the clouds is causing the throng who stop at all hours of the day to watch the ironworkers dangling like spiders in the web of steel to ask continually what the limit will be in skyscraper construction. Both a prominent skyscraper architect and the head of one of the largest building concerns in the city, who were seen on the subject, declared last week that the limit was still far distant. The 150-story skyscraper was possible to-day, they declared, so far as the builder and the architect were concerned, and might come in the future. Such buildings would be a quarter of a mile in height.

New York's building problem is one of the most remarkable in the world. The major part of the vast business interests of Manhattan is compressed within an area of less than two square miles. Here are the headquarters of practically all of the great railroad systems of the United States; here stands that mysterious building from which the Standard Oil Company reaches out to every quarter of the globe; here the Steel Trust has its financial home, and hundreds of other holding companies and corporations; here the great exchanges, banks, trust companies, brokerage offices and the great horde of lawyers. The business growth, shut in from the south, west and east by the waters of the bay and the Hudson and East rivers, can find an outlet only by pushing the theater and residence districts slowly to the north. For New York has ample length for expansion in one direction, but is lacking in width. For this lack the utmost engineering ingenuity is constantly employed to substitute height.

Hence the building of the skyscrapers has become practically a science of itself.

Two factors limit the size of buildings in New York. The first is the wind. If the wind never blew, the skyscraper builder's task would be greatly simplified, and he could pile story on story to his heart's content. But the wind pressure on a thirty-story building is something enormous. The modern skyscraper is built to withstand a wind velocity of 125 miles, and there is practically no chance of New York getting a mightier blow than that.

The second factor is the limit of the building's base. With land in the financial district selling as high as \$700 a square foot the base of a building is naturally not a huge thing. If the skyscraper could have an unlimited base it could have an unlimited height.

Before ever a spadeful of earth is dug for a foundation the skyscraper must be weighed. It is weighed with paper and pencil, and hundreds of sheets are covered with figures. The great girders and beams, stone, cement, desks, human beings and even nuts and rivets, are carefully figured in before the building is begun.

One of the newest skyscrapers now in course of construction, at Cortlandt street and Broadway, which will, for a time at least, be the largest office building in the world, will, it is estimated, weigh when completed 86,000 tons, an amount equal to the combined weight of all the inhabitants of Philadelphia. This enormous weight will be placed on a plot of ground hardly 25,000 square feet in area, or about equal to ten

ordinary city dwelling houses. The steel skeleton of the building has eighty-nine legs, or columns, which will bear its whole weight, and the engineers have had a most delicate problem to see that the weight was evenly distributed on these legs, lest some of them should collapse. There are about 900 sections of steel columns weighing from one to ten tons each, and several thousand girders and floor beams weighing from one to twenty tons each. The number of rivets used will run into the millions.—New York Tribune.

James Gasco of Detroit, watchman on the steamer George Stone, was washed overboard by the heavy seas on Lake Superior four miles off the Portage Canal on September 21 and was drowned.

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

William Smith is requested to write to his sister, Mrs. Lot. Beeks, at Mannsville, N. Y. Important!

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

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Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownle Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kalser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Baily & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Wire Company, Lockport, N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings and Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).
Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

SANE EASTERN VIEW.

No national line of cleavage appears in the Pacific Northwest in the opposition to the "Orientalization" of labor. Last Wednesday hundreds of Hindoos were expelled from Bellingham, Wash., and last night the mob of Vancouver, B. C., ran 2,000 Chinese out of the city. Which community corrupted the good morals of the other it is difficult to determine, since they are only fifty miles apart, and it is plain that the sentiment of protection of labor against Asiatic competition is common to both. At Vancouver the police had great difficulty in preventing the rioters from raiding the Japanese quarters.

Forcible expulsion of the Mikado's subjects might have occasioned a little straining of the Anglo-Japanese entente, though had it occurred it would have been but a militant application of a policy already inaugurated in some of the British colonies. Australia has by statute stopped the further incoming of the Japanese laborers, and there is strong pressure at Ottawa for similar legislation. The Californians are not the only people who admire the Japanese only at a distance, a fact that the Tokio Government may well bear in mind when the Japanese jingoes grow troublesome in their demands for "energetic measures" against the United States. Colonists nowhere welcome the great inrush of cheap labor, since a large part of a colonial population is usually dependent on manual labor. With this opposition combines that of union labor, which has succeeded in Australia in eliminating Lascars from the crews of vessels drawing Australian subsidy.

In South Africa almost the first important act of the new Transvaal Parliament was to pass a law intended to work the ultimate exclusion of Asiatics, a category in which are reckoned Chinese, Japanese and Hindoos. The Hindoos have raised the point that, being British subjects, they are not lawfully to be excluded from any British possession, but the Boers and the English in the Transvaal are of one mind on the subject. So long ago as 1885 the Boers enacted that no Hindoo could acquire "fixed property" in the South African Republic, after a specified day of that year, and the question of the disposition of certain estates of Hindoos deceased has precipitated an appeal to the Imperial Government. There are about 12,000 Hindoos resident in the Transvaal, who protest that if the colonial interpretation of their statute is correct they are denied the constitutional rights of British subjects.

All these incidents, occurring as they do in the United States and in British possessions, are revelations of a racial antipathy sharpened by labor antagonisms. The Occident and the Orient are better friends apart than when they mix and mingle. While political exigencies may induce the formation of alliances between Western and Eastern nations, like that between Great Britain and Japan, their people do not easily abandon their prejudices or their policies. Such treaties may prove of benefit to both signatories without bringing about anything like a popular breadth of appreciation for "the brotherhood of man." The average Englishman, like the average American, reserves to himself the right to decide as to whether he shall regard the Japanese as his brother or his brother-in-law.

PENSIONS IN GERMANY.

Sixteen years ago the German law relating to insurance against old age and infirmity came into operation. It has been slightly remodeled since, but the principle remains the same. It makes insurance against old age or infirmity legally compulsory for all workmen above the age of 16 years with a wage up to £100 a year. Assistants, journeymen, apprentices, servants, sailors, technical employes are all included in the term "working men," and to-day just 4,000,000 persons in Germany have the pleasant feeling denied to British working men that they will not be destitute in their old age.

The benefits to which these 14,000,000 persons are entitled are as follows:

If, in consequence of old age, sickness or infirmity, the income of the insured is permanently reduced below one-third of its previous average, an allowance of £25 a year.

If the insured completes his seventieth year without having previously become incapable of earning his wage, an annual allowance up to £11 10s a year.

Workmen, employers and the State contribute toward the fund from which the pensions are paid, the workman paying from 3d to 2d a week, the employers paying the same amount for each employe, and the State contributing £2 10s yearly to each pension when it falls due. The work of the insurance is carried out by thirty-one Imperial insurance offices, and there is now a fund on hand of over £80,000,000.

Since the establishment of the system the workmen have contributed a total to the fund of just over £20,000,000, but already they have drawn in pensions the enormous amount of £50,000,000.

It is not only in regard to Old-Age pensions, however, that the German workman is looked after by the State. He is also compelled by law to insure himself against sickness, a law which dates back as far as 1883. In the first year of the existence of the law 4,500,000 people were insured under its provisions. To-day the number is 12,000,000, and 20,000 offices are needed to carry out the work.

The benefits under the system provide for free medical treatment and medicines, half wages for six months, and twenty times the daily wage in case of death, as well as other benefits. The premiums are paid, two-thirds by the workingmen themselves and one-third by the employers.

An idea of the enormous extent to which the benefits under this scheme of legalized insurance have been enjoyed may be gained from the fact that since it began 60,500,000 cases of sickness have been relieved, representing in all over 1,000,000,000 days of sickness, and a total sum of money amounting in the aggregate to £125,000,000.

Germany's law embodying the principle of the British Workmen's Compensation Act is another matter in which the State has taken a firm line, much to the benefit of the workingmen. Every employer has, since 1885, been compelled to insure all his employes who earn less than £150 a year against accident. The result of this compulsion has been the formation of insurance unions by employers in each particular branch of trade, called "Berufsgenossenschaften," and these unions, of which there are sixty-six in all, now insure the safety of over 18,500,000 working people.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Or., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
Any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

A. G. Oberg, No. 744, a retired member of the Sailors' Union of the Pacific, is inquired for by C. E. Roberts, 44-46 East street, San Francisco.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

THE BELLINGHAM OUTBREAK.

Bellingham, Wash., drove out the Hindoos last week. Bellingham is less than fifty miles southeast of Vancouver, and, of course, of easy entrance for Hindoos that land in Canada. A dispatch a day or two ago spoke of a shipload of more than two thousand Sikhs and other natives of India that were on the ocean bound for Vancouver. Of course they are induced to come across the line to this country by mill owners, because places have been offered them again in mills and protection guaranteed. It is said that the "blacks," as the dispatches call them, have been growing bold and insolent, insulting women in the streets and that sort of thing. Perhaps! But the case is enough just as it stands. These people have been displacing native white labor in the mills. That tells the story. At bottom, mixed with much else that is not true, and a great deal more that is unlovely, it is the same thing that has caused and characterized the turbulence of years in San Francisco. It is an irrepressible conflict. It faces Canada and Australia as it does this country. Unless we are prepared to give up something of our civilization and grade ourselves down to the standards of Orientals this incoming tide will have to be stopped. We are not alone in having the problem to face and this is fortunate. Canada is as vitally interested as we are, and is quite as much aroused. Australia is even more aroused.

The situation simply is that the East and the West have met. For years we have been battering down Eastern exclusiveness with cannon and other things. Now it is down and the people of the East, waking from their long sleep, are pouring out over the earth. We find all at once that we do not want them with us; that their standards of life and ideas will not agree with ours. And when we are presented with the concrete instances of Hindoos, that work in our mills for wages that Americans can not take, we are confronted with a fact, not a theory, and we had just as well first as last face it. The East and the West can not mingle. They can meet and trade, but they can not coalesce. On the other hand, we have as little right of domination in the East. If we expect that the Orientals shall stay at home, there comes the nice question as to what we are doing in their home in any other capacity than that of merchant offering our wares for theirs. Bengal is a vast factory of millions of cheap and effective mill hands. The Bengalese toil their lives away for England. But they can not come to this country or to a British colony and toil on their own account. There the great question is "up to us," as the term of the day has it. We can not shut our eyes to it if we would. We have a European civilization and it is to be preserved against an Oriental civilization. It is a question that goes deeper than any mere sentiment or friendship or admiration or the kindest consideration. It is a question of life. When two such civilizations meet in competition the lower inevitably prevails. That is not what the white man settled the Western world for, and the demonstration of the fact is at hand. We find in the New York Mail the following, which comes pat for application on the Bellingham incident:

"There is to be no synthesis between East and West. The human race is not ready for

that yet, if it ever will be. Much of the world's recent political history has proceeded on the theory that such a synthesis was near at hand. One composite civilization near to be produced by the blending of Orient and Occident. While it was not assumed that there was to be also one composite race, it was not definitely and clearly denied. That problem was remanded to the future or blinked altogether. Meanwhile the Western world went on with feverish haste in its task of bringing itself in physical contact with the East. It penetrated India and imposed the 'pax Britannica' on its warring races. It woke up Japan very thoroughly. It sought to wake up China. It cut the Suez Canal, built the trans-Siberian railroad and established steamer routes by which, sailing either east or west, the Orient was brought to its doors. The East and the West are now face to face and each is discovering that it is not yet ready to throw itself into the other's arms. Each has its own life to live, and is still minded to live it in its own way. Their claims and counter-claims may be disposed of by saying that they just about offset each other."—Indianapolis News.

RECALL IN DES MOINES.

The most important and perhaps the most startling innovation is the safeguard known as the Recall, designated for the purpose of placing all officials within the absolute control of the people. Although officials composing the governing board are elected for a definite term of two years, yet, under this provision of the "Des Moines plan," their continuation in office is at all times subject to the will of a majority of the electors. The history of practically every city is disgraced with names of officers who have proven unmindful of the trust imposed in them, and who could not be removed before the expiration of their term of office. Under this provision of the new charter, such a situation could be met by a prompt recall of the offending member. A petition signed by 25 per cent of the voters, and stating in general terms charges of incompetency or dishonesty, would be filed with the city clerk. The offending or guilty official would then, without further delay, be required to stand for re-election with any other candidate whom the people choose to nominate, and the one receiving the highest number of votes will be the officer for the remainder of the term. This recall feature of the law will undoubtedly have a tendency to keep public officials in the straight and narrow path of their duty, ever faithful to the trust of their constituents. The highest form of democratic government is not attained by electing a multiplicity of city officials, each official to act as a check upon the other, but popular liberty is more certain of attainment where fewer officials are elected and the proper facilities are made for impressing upon these officials the popular will, and make them responsible to the whole people for the execution of that will.

The desirability of having the membership of the governing board made up of the strongest men of the city has not been overlooked by the framers of the "Des Moines plan." Not only have they made the office one of honor and opportunity, attractive to the honest and capable of every community, but they have so changed the manner of choice that the election of this type of men

is less difficult, and the election of politicians without business ability less possible. The primary, as well as the election, has been made non-partisan, so that candidates can no longer depend for their election upon party affiliations, but must go before the people upon their own merits. Ward lines have been removed, and with the people voting at large the evils of ward politics are abolished, electors are freer in recording their choice of candidates, and the business man is better able to secure his election without stooping to the low practices of the politician.

The new charter certainly has an inviting appearance, especially from the viewpoint of theory, yet it remains for the citizens of Des Moines to demonstrate that its provisions are as practical in operation as they are beautiful in theory. Des Moines, a city of 100,000 people, offers a good field in which to try the plan; she is entering upon a most interesting and instructive experiment in government reform, and the eyes of the American municipalities are upon her, hoping that the "Des Moines plan" will prove a practical system, under which the public affairs of our cities can be wisely and economically administered.—Sidney J. Wilson, in National Magazine.

"END OF VOYAGE."

By the provisions of the Merchant Shipping Act, 1894, the agreement made by the crew to serve on a ship must contain either the nature, or as far as practicable the duration of the intended voyage or engagement, or the maximum period of the voyage or engagement, and the places or parts of the world, if any, to which the voyage or engagement is not to extend. Agreements may be made for a voyage, or if the voyages of the ship average less than six months in duration, may be made to extend over two or more voyages.

A fireman signed articles of agreement to serve "on a voyage not exceeding one year's duration to any ports or places within the limits of 75 degrees north latitude and 60 degrees south latitude, commencing at Cardiff, proceeding thence to Malta, thereafter trading to ports in any rotation, and to end at such port in the United Kingdom or Continent of Europe (within home-trading limits) as may be required by the master."

The ship sailed to Malta, thence to the Black Sea, where she loaded a cargo of grain to be wholly discharged at Southampton, and then sailed to Southampton. At the place last named the cargo was completely discharged, and the fireman claimed his wages and discharge on the ground that the voyage and the engagement were at an end. The master, however, required him to go on to Cardiff, and refused to pay his wages or give him a discharge at Southampton. The fireman then summoned the master for his wages and compensation, and the magistrates referred the matter to the High Court. The High Court decided in favor of the fireman, but on appeal the Court of Appeal overruled that decision, and held that the master was entitled to require the man to go on to Cardiff. There was a further appeal to the House of Lords, and that tribunal affirmed the decision of the Court of Appeal.—The Scarsdale, House of Lords, July 29, 1907.

World's Workers.

Victoria, Australia, has 4766 factories, employing 67,545 persons.

Two thousand unemployed have petitioned the Transvaal Government to send them back to England.

Adelaide (Australia) flour-mill employees have formed a strong union, and requested Premier Price to establish a wages board for the trade.

In Germany there are 33 Government labor colonies, and one in the United Kingdom, for the reception and employment of workless toilers.

In the Australian cities of Sydney, Melbourne, Adelaide and Perth, there is a marked activity in union circles. New unions are rapidly springing up, and the ranks of the older ones are increasing in number.

The negotiations between the jewelry manufacturers and the skilled workmen at Paris, France, have failed. It is announced that 110 employers have decided to dismiss their employees and will declare a lockout.

University extension lectures are now delivered at meetings of the Trades and Labor Council of Sydney, Australia, by professors of the university, who at the same time receive instruction as to objects of the Labor movement.

A general strike to compel the enactment of Universal Suffrage laws began in Hungary on October 10. In 164 towns no work is going on and no food can be bought anywhere, every hotel, coffee house and restaurant being closed by the police.

A correspondent of a Charters Towers (Queensland) newspaper states that in the Ingham district sugar farmers employ aboriginals at from 1s to 10s per week, and in one mill in the district Japs and other colored aliens are working at almost every trade, from fitters and carpenters to blacksmiths.

The passive resistance strike at Vienna, Austria, is extending to the freight traffic on some of the divisions in Moravia. The municipal authorities are concerned regarding the provisioning of the city, as shipments of meat, fruit and vegetables have already fallen off. Thousands of workers are now earning only 40 cents a day.

Keir Hardie's bill to provide work for the unemployed, recently introduced in the House of Commons by Ramsay MacDonald, proposes that local authorities must devise schemes for providing work, the necessary funds to come out of local rates, and, where extreme distress arises, Parliament to vote money to meet the difficulty.

In consequence of 1500 British scabs being imported by the Antwerp Ship-owners' Association to take the place of the local wharf laborers striking for better conditions, Labor Member Crooks has introduced a bill in the British House of Commons to apply the penalties of the Foreign Enlistment Act to British workmen who take the places of workmen on strike abroad.

In the Victorian Assembly recently a motion of adjournment was moved, in order to bring before Parliament the brutal treatment meted out to coal miners at Outtrim and Jumbunna. M. L. A. Lemmon, who moved the motion, urged that the public should boycott every ounce of coal supplied by the companies at these places, in consequence of the unfair treatment of the men.

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Andersen, Fritjof	Lindstrom, Emil
Bjorkman, Chas.	Lindeman, A.
Bergh, Edw.	Le Fever, Louis
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Griel, B.	Petterson, Mauritz
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Hansen John	Rosenvald, Isak
Hansen, Harnald	Russell, Ed.
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Kaderhecht, Alf.	Walter, M.
Kaufold, E.	

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

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Aga, Johan	Hennings, L.
Akesson, H.	Hickelct, E.
Allendsen, H.	Hill, G.
Albers, G.	Hagberg, W.
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Rehbein, Ernest
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Rollo, R.
Rosenvold, Isak
Schade, Wenzel
Smidt, Alfred
Tidemann, Charllo
Zink, Chas.

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Pt. Townsend Letter List.

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Labor News.

The Atchison, Topeka & Santa Fe
Railroad has announced an increase
in the wages of all telegraph operat-
ors on the system. The increase went
into effect October 1.

Twelve thousand longshoremen,
teamsters, freight handlers, etc., went
on strike at New Orleans, La., on
October 4, in sympathy with the sea-
men, who have a disagreement with
their employers.

The Pittsburg Pressed Steel Car
Company, one of the greatest manu-
facturing concerns in the Pittsburg
district, recently laid off 5000 of its 12,-
000 employees, owing to the unsettled
conditions of the railroads.

Twenty West Springfield (Mass.)
boarding house mistresses have
formed a union and decided to raise
the price of board from \$5 to \$6 a
week. The rise in the price of food is
given as the cause for the increased
prices.

The Atchison, Topeka and Santa Fe
Railway Company has announced an
increase to its 5000 boiler-makers and
machinists over the entire system of 2
cents an hour, and an increase to
helpers of 1½ cents an hour, effective
October 1.

The school teachers of Syracuse, O.,
are out on strike. The law requires
that teachers shall be paid not less
than \$40 a month, but the Board of
Education of Syracuse finds itself un-
able to pay more than \$25. The teach-
ers demand the legal scale.

In the Police Court at New Haven,
Conn., on September 26, Frank J.
McGee, of Worcester, Mass., was
fined \$400 and sentenced to two years
in the County Jail on a charge of in-
timidating strike-breakers at Mc-
Lagon & Co.'s foundry in that city.

A conservative estimate places the
number of shoe-factory workers out
at St. Louis, Mo., at 25,000. Letters
have been sent to the management of
the eighteen manufactories announc-
ing the demands of the strikers. The
companies have decided not to accede
to any demands made by the strikers.

The annual convention of the Na-
tional Association of Railway Com-
missioners has recommended Congres-
sional legislation to compel railroads,
both steam and electric, to protect
their tracks by an automatic signal
system, and urged the several State
Legislatures to enact laws along this
line.

The merchant tailors of Los An-
geles, Cal., who declared for the
Open Shop six months ago, recently
took more drastic action and voted to
lock out all union journeymen. This
is the culmination of the fight long
waged between the employers and the
unions, and the direct result of a
strike and boycott a year ago.

The San Pedro, Los Angeles and
Salt Lake Railroad Company has an-
nounced a voluntary increase in pay
of all telegraph operators and station
agents on its road. The increase
ranges from \$5 to \$25 a month, ac-
cording to the importance of the po-
sitions. The increase will mean a total
advance in salary of from \$1200 to
\$1500 monthly.

The Canadian Deputy Minister of
Labor has told the management of
Spring Hill (Nova Scotia) mines
where there is a strike, that unless
they can supply coal for the Interna-
tional Railway, the Dominion Govern-
ment will be compelled to place an
order for 60,000 tons with the United
States firms, as this is needed for the
Intercolonial, a Government-owned
railway.



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News from Abroad.

The Russian Council of Ministers on October 11 appropriated \$9,500,000 for colonization purposes in Siberia.

The report of the death on October 4 of the real mother of the Emperor of Japan, Lady Nakayama, was confirmed on the 5th.

The authorities at St. Petersburg have ordered the confiscation of Count Tolstoi's book entitled "A Comparative Study of the Gospels."

A special dispatch from Peking says the Dowager Empress has issued a decree declaring the Government of China to be a constitutional monarchy.

Thirty-six political prisoners broke out of the local prison at Kutais, Russia, on October 10 and got away. They had been incarcerated in secret cells for a year.

The Ursuline nuns, who, for many years, have resided in the convent at Graveleins, France, were expelled on September 28 by a large force of gendarmes.

Sir John Charles Bell, ex-Sheriff of the City of London, Eng., and head of a big brewery company, was elected Lord Mayor of London on September 28.

Mrs. Tingley's request for permission to build a Theosophical institute on the picturesque island of Visingsoe, in Lake Vattern, has been refused by the Swedish Government.

Several hundred young German women left Hamburg on October 3 for German Southwest Africa, where they will take positions with the families of the German settlers and Government officials.

Secretary of War Taft, in an address at Tokio, Japan, on October 1, declared that war between the United States and Japan would be "a crime against modern civilization and as wicked as it would be insane."

Mail advices from Hayti state that sixteen men have been sentenced to death there for conspiring to overthrow the Government of the republic. The country is reported quiet, but many persons fear a revolution soon.

An autopsy at Belgrade, Servia, shows that the two Servian political prisoners who were killed on September 29 were the victims of police ferocity and the warden of the prison will be prosecuted for the murder.

An increase of 2461 is shown on the 1906 figures in the return, just issued, of the number of persons receiving poor-relief in London, Eng. Out of a population of 4,500,000 in 1906, 115,289 were paupers, excluding 1192 casuals.

Seven indictments have been found by the special Judge in the Cuban conspiracy cases. The indictments charge the conspirators with having agreed upon a plan to overthrow the Provisional Government of the United States.

The police at Kieff, Russia, have arrested a revolutionist named Kruglikoff, alias Spransky, who is accused of having been an important accomplice of Boris Nikitenko, a retired naval lieutenant, in the plot against the life of Emperor Nicholas, for which Nikitenko was executed on September 3.

The English insurance companies that set up non-indorsement of co-insurance as a special defense against paying losses sustained through the fire following the earthquake at Kingston, Jamaica, agreed to recede from their position if a resolution of condemnation adopted by the Chamber of Commerce were rescinded. This was done, and those insured thus gained a victory.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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Abrahamsen, John
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Ahlborg, R. W.
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Winberg, Oskar
Wischeropp, Fred
Wold, Haakon
Wychgel, -970

Aberdeen, Wash., Letter List.

Anderson, Sam
Albertsen, F.
Andquist, A.
Armstrong, Fr.
Anderson, G.
Andersen, W.
Andersen, -1235
Andersen, O.
Bowman, C.
Baile, W.
Bjurk, A.
Bertelsen, A.
Budenitsh, G.
Benson, C.
Bensen, Y.
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NEXT TO SAILORS' UNION HALL

HEADQUARTERS FOR UNION LABEL GOODS—Gold Seal Rub-
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Established 1877

VON SCHOEN'S Navigation School

SEAMEN'S INSTITUTE,
Steuart St. - - - Near Folsom

Masters, Mates, Pilots and Engineers prepared to pass EXAMINA-
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SHIPS' COMPASSES ADJUSTED.

Bedrooms can be had in the Institute at \$6 and \$8 per month. Baths.
Officers' Sitting Room.

Domestic and Naval.

The Swedish Yacht Club has ad-
dressed an inquiry to the New York
Yacht Club as to whether the latter
would accept a Swedish challenge for
the America's Cup.

The management of the Illinois
Central Railroad has decided to throw
its influence in favor of a deep water-
way from the Great Lakes to the Gulf.

Efforts are being made in several of
the principal Atlantic Coast ports to
have adopted a uniform rule regulat-
ing the limitation of a tow in harbors
and rivers to 1500 feet.

A dispatch from Canso recently told
of the loss off Whitehead of the Brit-
ish schooner Mary E. Smith, from
Boston for Sydney, in ballast. The
schooner struck rocks, and later was
carried into deep water and foundered.

Hoping that some company or indi-
vidual will enter the field and build a
satisfactory submarine, Secretary of
the Navy Metcalf has withheld about
\$500,000 of the appropriation made by
the last Congress for such boats as a
reward for the successful designer.

The Arctic steamer Frithjof, which
accompanied the Wellman expedition
to Spitzbergen, was lost off Cape Lan-
genes, Iceland, on October 5. The
captain and fifteen of her crew were
drowned. The engineer clung to a
plank, on which he drifted ashore.

It is reported that the Norwegian
fruiters in the Central American fruit
trade will displace their "home" crews
with Chinese on account of the "un-
reliability and intemperate habits" of
the former. The number of Chinese
to be employed is estimated at 1050.

The Austrian steamer Giulia,
which arrived at New York on Octo-
ber 10 from Trieste with 763 passen-
gers, had a narrow escape from de-
struction by fire in midocean during
a violent storm on October 3. The
crew fought the flames all day before
they were extinguished.

President Roosevelt, on October 4,
wired the Inspector of Hulls at Evans-
ville, Ind., instructing him, if possible,
to immediately suspend the license of
the master of the steamer Fred Hart-
wig on account of irregularity in his
conduct.

Only one American company, the
American-Hawaiian Steamship Com-
pany, has accepted the Navy Depart-
ment's offer to transport coal for the
Atlantic battleship fleet at 50 per cent
increase over the rate offered by firms
shipping it in foreign bottoms.

It is announced that the Cunard
Steamship Company has accepted an
offer of Charles Frohman to give
theatrical performances on the big
liners by regular players, who for the
time being may be traveling to and
from the United States and England.

The Coastwise Transportation Com-
pany, owners of the seven-masted
schooner Thomas W. Lawson, and the
Sun Oil Company, of Philadelphia,
Pa., to which port the Lawson was
chartered, have come to an amicable
agreement in regard to a recent libel
suit filed against the Lawson for \$259,-
000.

The Cunard liner Lusitania arrived
at New York on October 11 from
Liverpool, breaking all transatlantic
records. The passage from Daunts'
Rock to Sandy Hook occupied four
days and twenty hours, an average of
almost exactly twenty-four knots per
hour. The best day's run was 619
knots, which is nine knots better than
the previous record, held by the
Deutschland.

With the Wits.

Stationary Waltzing—"You let him hug you in the conservatory."
"I did not. I made him remove his arm every time the music in the ball-room stopped."—Louisville Courier-Journal.

The Chronic Grouch—"Ah!" exclaimed the optimist, "isn't the sunshine lovely and bright this morning?"
"Huh!" grunted the pessimist, "it's casting shadows somewhere."—Philadelphia Press.

Comparison.—Mrs. Johnston (over the tub)—"Doan Ah mek yo' a good livin', Henry Clay Johnston?"
Mr. Johnston—"Tol'ble, chile—tol'ble. But yo' sh'd have seen de way mah mothah suppohted ma fathah!"

Both Sides of It.—She—"Don't those lonely dinners at the club drive many a bachelor to matrimony?"
He—"Yes, I believe so. And the strenuous dinners at home drive many a married man to the club."—Chicago News.

Proof.—Mrs. A.—"And are yotr neighbors fond of you?"
Mrs. B.—"Very. Just think! When I told them we wanted to move, but couldn't afford to, they offered to pay all our moving expenses."—Illustrated Bits.

Henry Scored a Hit.—"Henry," said a teacher to a boy in her class, "name some of the chief beauties in education."
"School mistresses," answered the lad, smiling.—Philadelphia Inquirer.

The Eternal Feminine.—"My dear, what on earth made you buy that dress when you know you look your worst in blue?"
"Yes, I know, but that shade is awfully becoming to that horrid Trotter girl, and I was just determined she shouldn't get it."—Baltimore American.

A Compromise.—Wedderly — "My wife and I went down town to select a new rug for our parlor this morning. She liked one pattern and I liked another."
Singleton—"What did you do about it?"
Wedderly—"Oh, we compromised on the one she liked."—Chicago News.

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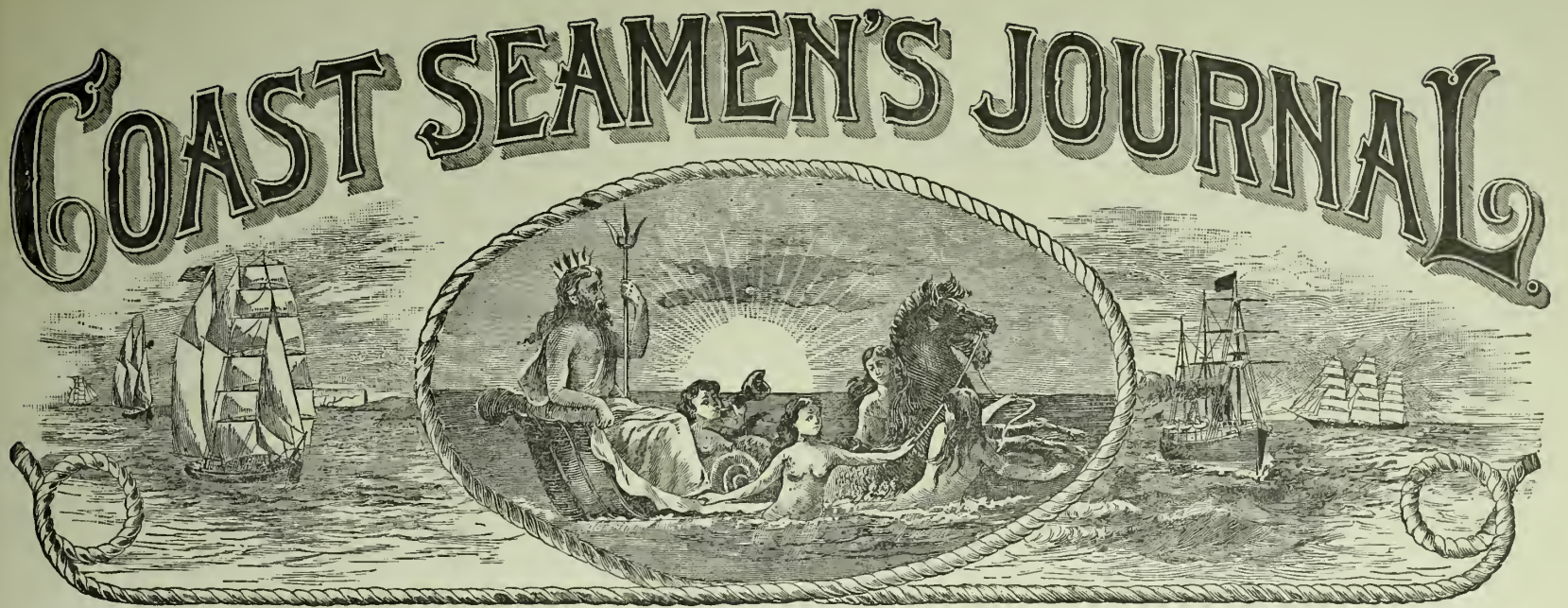
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 5.

SAN FRANCISCO, WEDNESDAY, OCTOBER 23, 1907.

Whole No. 1045.

THE HAMMOND INJUNCTION.

FOLLOWING is the full decision of the United States Circuit Court of Appeals, dismissing the appeal of the Sailors' Union of the Pacific and Pacific Coast Marine Firemen's Union against the injunction granted the Hammond Lumber Company during the strike of last year:

No. 1400.

UNITED STATES CIRCUIT COURT OF APPEALS FOR THE NINTH DISTRICT.

Sailors' Union of the Pacific, and Pacific Coast Marine Firemen's Union, Appellants,
vs.
Hammond Lumber Company (a corporation), Appellee.

H. W. Hutton, for the Appellants; Henry Ach, J. W. Dorsey and Chas. Page, for the Appellee.
Before Gilbert, Circuit Judge, and De Haven and Hunt, District Judges.

The appeal in this case is from an interlocutory order granting an injunction pendente lite. The appellee brought a bill in equity in which it is alleged that it is a New Jersey corporation engaged in the lumber business and in carrying passengers and freight to and from various ports in California, using for that purpose three sea-going vessels; that in June, 1906, the appellants conspired and threatened to prevent and to continue to prevent the appellee's vessels from leaving the port of San Francisco with crews of its own watchmen and guards, and that in pursuance of such conspiracy, they endeavored forcibly to remove one of the appellee's employees, and pinioned and imprisoned another of its employees, and committed many other acts of violence and unlawful interference with the business of the appellee; that the acts and doings of the appellants have become widely known and that the appellants threaten to repeat and continue such acts and prevent the vessels of the appellee from leaving the port, and from carrying passengers, and to interfere with and prevent the appellee from continuing its business; that such acts do interfere with the business of the appellee and its vessels and that, if they are permitted to continue, the appellee will suffer irreparable damage, in that crews can not be secured to man its vessels nor can freight be secured to load its vessels; that the appellants are insolvent and without money or property sufficient to pay the damage sustained; that the appellee has already suffered through the acts complained of, in a sum exceeding \$10,000.00; that an attempt to recover damages at law would require a multiplicity of suits; that, unless the acts of the appellants are restrained, the business of the appellee and its vessels will be totally destroyed, and that the appellee has no adequate remedy at law. The bill was supported by numerous affidavits showing that on or about June 1, 1906, the Sailors' Union of the Pacific demanded of the San Francisco shipowners a wage increase of \$5.00 per month in all steam-schooners, which was refused; that thereupon the Unions struck; that the appellants created an Executive Committee known as the Strike Committee, com-

posed of seven members of the Sailors' Union of the Pacific, two members of the Pacific Coast Marine Firemen's Union and two members of the Marine Cooks and Stewards' Association; that between fifty and sixty vessels were involved in the strike; that the said committee bought a launch and hired another, both launches being manned by members of the three unions and used as picket boats; and that the water front was also picketed by strikers. The affidavits showed specific acts of violence committed by the Unions on the dates of June 5, June 17, June 27, June 30, July 3, July 4 and July 11; that at all these various dates men on the launches forcibly boarded vessels in the harbor, made threats of bodily injury to the officers in charge, terrorized passengers, to whom they used profane, insulting and obscene language, committed brutal assaults upon crews, firemen, cooks and stewards and committed other acts, showing that they were in the active prosecution of an unlawful plan to interfere with, harass, annoy and prevent the operation of the vessels and destroy the business and property of every non-union shipowner in the port of San Francisco for the purpose of coercing them into yielding to their demand.

Gilbert, Circuit Judge, after stating the case as above, delivered the opinion of the court.

It is contended that the restraining order issued on July 13, 1906, was wrongfully issued for the reason that no bond therefor was filed. The application for the restraining order was made on July 9, 1906, and the bond bearing that date had been prepared for that purpose. The court, instead of granting the order on that date, made an order to show cause on July 13, and, on that day granted a temporary restraining order, directed that the application for an injunction pendente lite be heard at a future day, and ordered that the temporary restraining order issue on the execution and filing by the appellee of a bond in the sum of one thousand dollars to be approved by the clerk. Immediately thereafter, on July 13, the sureties on the bond which bore the date of July 9, justified thereto before the clerk, and the clerk approved the bond and filed the same. Subsequently, on August 8, 1906, the Court granted an injunction pendente lite upon the execution of the bond and on the same day the requisite bond was filed by the appellee in compliance with the order of the Court. The appeal is taken from the order of the Court so made on August 8, 1906. The bond was valid notwithstanding that its date was four days prior to the date when it was filed. The date of a bond is not an essential part of it. The instrument takes effect from the time of its filing. *Williams vs. McComas*, 27 Ala., 572; *Jenkins vs. Kay*, 28 Md., 547. Counsel for the appellants cites the decision of this Court in *Tyler Min. Co. vs. Last Chance Min. Co.*, 90 Fed., 15, in which it was held that the liability of a surety can not be extended by implication beyond the expressed terms of his contract. But in that case the bond had been given to procure a restraining order enjoining the defendant in the suit from working a certain portion of the mine and from removing or appropriating ore previously taken therefrom. A subsequent order was made which continued such restraining order in force, but modified and changed it by permitting the working of the mine

and the disposition of the ore taken therefrom under regulations prescribed by the court. It was held that the surety could not be held liable for damages accruing to the defendants under the modified order. There is no such question in the present case. The sureties on the bond in this case justified thereon on the very day on which the order was made and the bond was filed upon that date and approved by the clerk. It thereby became the bond upon which the order was granted, and it was from that date the valid obligation of the sureties.

It is contended that the issuance of the restraining order and the injunction were in excess of the court's jurisdiction, and that, although there are decisions of the Circuit and District Courts of the United States which sustain such jurisdiction, the use of the writ of injunction for the purposes sought in the bill in the present case has not been countenanced by any decision of the Supreme Court of the United States. The affidavits sufficiently show a combination of persons by concerted action to accomplish an unlawful purpose. It needs no citation of authorities to sustain the proposition that the appellee had the right to contract to employ labor and to carry on its business as it saw fit without interference from others, and that any attempt to compel an individual, firm or corporation to refrain from employing men or to prevent any man or men from working for another is an unlawful interference with a property right. That such interference may, under well established equitable principles, be restrained by injunction, is abundantly sustained by the courts of this country and of England. *In re Debs*, 158 U. S., 564; *Arthur vs. Oakes*, 11 C. C. A., 209; *Hagan vs. Brindell*, 6 C. C. A., 86; *Jonas Glass Co. vs. U. S. etc. Glass Blowers' Assn.*, 64 N. J. Eq., 640; *Vegeahn vs. Gunther*, 44 N. E., 1077; *The Taff Vale Railway Co. vs. The Amalgamated Society of R. R. Servants*, App. Cas. Law Reports, 1901, page 426.

It is urged that the injunction was violative of the rights of the appellants, that the defendant unions and their members had the right to endeavor to improve their conditions and to organize for that purpose, and that the right to communicate their desires to others, whether they were in the employment of the appellee or not, and to explain the differences that existed between their former employers and themselves, and that if it became necessary to employ launches to carry out these purposes, they had the legal right to do so, as the waters of the Bay of San Francisco are free to all. Conceding that the appellants had all of these rights, the argument ignores the salient facts brought to the attention of the Court by the bill and the affidavits. It was not to prevent the exercise of any such rights that the injunction was sought or obtained. Its purpose was to prevent acts of lawlessness, of violence, of insult and of intimidation. No one can read the affidavits without arriving at the conclusion that members of the unions went far beyond the peaceful communication of their rights, their attitude toward their former employers, their purpose of self-protection and the objects of their combination. It may be true in the present case, as in many others of a similar character, that the disorders of the strike were

(Continued on Page 7.)

REVELATION OF REMOTE PAST.

Professor Sayce, in the *Contemporary Review*, describes and gives tentative translations of several of the tablets of Kara Eyuk; but until further material is forthcoming some of the rather startling elements of civilization he describes must be received with caution. The tablets were in almost all cases commercial documents or letters, and some of the Chantre tablets are tax or tribute lists.

The script of the documents and the proper names show that they are the records of a trading colony from Assyria settled in Cappadocia in about the twentieth century before our era. The language of the tablets is Assyrian; but several of the tablets contain foreign words, probably Hittite. These tablets show a highly developed trading community—perhaps from the autonomous position they appear to have held a kind of primitive "Chartered Company"—who worked the mineral wealth of Cappadocia—gold, mostly alluvial, silver, copper, lead, timber; also they dealt at a later time in horses, mules, wool and goat hair. They imported in return textile goods—many of the tablets contain lists of cloth and garments. These tablets are of great importance; for one reason, they show most clearly the antiquity of the Hittite civilization—the curious people whose monuments, inscribed with strange hieroglyphic signs, are found from Charchemish, on the Euphrates, to Karabel, on the shores of the Aegean. This civilization must be older, then, than B. C. 1900. These people were traders, and specially worked the silver mines of the Taurus and Asia Minor, near to which their inscriptions are almost invariably found. These people, too, it was who opened up the great trade roads which ran from the Euphrates, through the passes of the Taurus, the Cilician gates, to the Aegean. These roads, being open, rendered it easy for the Assyrian colonists to extend their trade over Asia Minor; but these tablets reveal another most interesting feature—the existence of a regular postal service. That such a service existed in Babylonia at this time, as shown by the royal and private correspondence of the period, there is every reason to suppose, but here there is distinct proof. Lists of these letter carriers are found; and in one letter the writer says: "When the postman has received his orders, do not detain him." In another letter there is an interesting reference to the roads; the writer says to the postman: "You must know the roads from carrying so many letters."

This is certainly the earliest reference to a regular postal service. We know that one was in existence between Western Asia and Egypt during the eighteenth dynasty, about B. C. 1400; also in Babylon during the Late Empire and under the Persians. It was fully developed in Egypt under the Ptolemies, as shown by the recent discovery at Oxyrhynchus of a set of postal registers. The details as to the administration of this colony are extremely interesting, because they show a wonderful independence. The chief official was the Limmu, or "eponymous archon," in whose year of office all documents were dated; there was a governor, a chief judge. Soldiers were mentioned, but they appear to have been in a company's service. There were commercial travelers in Babylonia and probably the

code of Khammurabi ruled the affairs of trade. The medium of commerce was of two kinds. "Sealed money" was no doubt the forerunner of coinage, and it must be remembered that the Lydians were the first to use coins. The other is called "horned silver," evidently the small silver coins represented on the monuments as the tribute of Syria. The existence of this Assyrian colony in Cappadocia shows us how it was that Babylonian legends passed into Asia Minor and thence to Greece; the legends of Gilgames becoming those of Herakles, and those of Istar and Tammuz becoming attached to Kybele and Atys. The discovery is of the utmost importance as linking Greek and Oriental culture.

NOT A QUESTION OF COLOR.

The first objection is a very practical one indeed. It is not to the Asiatic's color, for nobody has anything to say against brown or yellow. They are both quite nice colors. It is to his capacity for living on a good deal less than that on which the white man can live—in other words, to his lower standard of comfort. Supposing a lot of white men, men as white as snow, were to invade Lancashire or Yorkshire and show themselves to be just as good workmen as the "hands" already there, and yet at the same time be pleased to work for half the "hands'" wages, don't you think there would be a great deal of trouble and bother? These white-as-snow men might say, "We are just as good as you are; as skillful workmen, as sober citizens, as moral human beings. All we ask is to be let alone. Why can't you let us alone, then?" Do you think, I put it to you, that Lancashire and Yorkshire would so much as consent to argue the matter? Would you, you who read this article, would you consent to argue the matter?

The next objection is the extraordinary fertility of the yellows and browns. They are reckless of Malthusian deductions. So fertile are they that their unrestricted immigration into any self-governing colony would mean, in a few generations, the complete destruction of that colony as a white settlement with a white future. It would not be a case of white living side by side with yellow or brown, but of white living—and hardly that, just existing, let us say—underneath yellow and brown. The white men would be overwhelmed, submerged, by the countless millions of yellow and brown men.

Looked at from the point of view of a god who sits up above the world and knows everything, that might be a very good thing to happen; but you can't expect the white men to see it in that impartial godlike light, can you? We all have a prejudice in favor of ourselves, of our self-persistence. It may not be a sound prejudice, it may be quite unreasonable, but there it is. And it is for prejudices, not for reasoned convictions, that men have always waged the longest and the most implacable wars.

Then there is that objection, subtler, more elusive, than the others, but perhaps the strongest of all. It is that difference I spoke of between the Asiatic and the Western mind and temperament. It is no question of superiority. It is impossible to get a standard by which we can measure brown against white or yellow against either. The Japa-

ness possess, in the highest degree, some of the finest qualities of mankind; the Indian brain is of a subtlety compared to which the European brain is coarseness itself. The difference is a difference beneath the skin, deeper than the heart; in the very soul itself. Our view of sex, for example, may be a wrong view, at bottom an immoral view, but it is our view; it is different from the Asiatic's; and there is nothing that separates man from man so impassably as a difference in view of the sex. The barrier which keeps East from West is impalpable, but it is impassable, too.

So, I suggest to you, and this is all I want to suggest to you, that the trouble between yellow and white in California is, though in a far-off way, our trouble, too, and that should it become acute, should the clouds not pass away, but gather, then, alliances notwithstanding, white man will be found by white man's side, for blood is thicker than water, and prejudice beats reason every time.

When, if ever, yellow and brown challenge white, there will be no arguing, there won't be much talking even; there will be a rush to the guns.—Hubert, In *London Sunday Chronicle*.

LIQUOR USED IN UNITED KINGDOM.

The consumption of spirits in the United Kingdom was 0.95 gallon to the inhabitant in 1830, 0.80 in 1840, 0.88 in 1850, 0.95 in 1860, 1.01 in 1870, 1.06 in 1881 and 0.96 in 1888. That is, in a period of nearly sixty years there was one decade which showed a marked decline, then there was an increase through four decades, then another decline that brings the last figure and the first very close together.

Turning from these old statistics to more recent ones, we find that for the year 1899-1900 the consumption was 1.18 gallons per inhabitant, which makes a considerable advance over anything we have noted, and this increase was the subject of some discouraging comment. But since 1900 there has been another decline, and a very rapid one, to 0.91 gallon, which leaves only the years 1830 and 1840 with a lower record in the list that we have given.

In beer consumption the average for England and Wales was reported as follows for the periods named: 1801-1830, 30 gallons per inhabitant; 1831-1860, 83 gallons; 1861-1880, 36 gallons. The consumption for the United Kingdom during the year 1899-1900, 32.29 gallons and in 1906-1907 it was only 27.81. There has been a falling off, therefore, in the consumption of both beer and spirits that is remarkable and gratifying, but the comparison extending over a long series of years indicates that fluctuations may be expected, rather than a persistent decrease with the passing of the decades. It is to be hoped, however, that permanent gains have been made for temperance throughout the country, and it appears, at any rate, that liquor dealers have met with discouragement in their trade, for in ten years the brewers' licenses have decreased from 8305 to 4985, and the licenses to trades in intoxicants from 233,702 to 222,394.—*Chicago Record-Herald*.

For fac-similes of union labels see the *JOURNAL's* ad columns.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

NO "RIGHT TIME."

Over lunch the observatory professor told me something of the triumphs of man over time; for man has begun to master the clock, and my astronomer dropped his shamefacedness after lunch when he confessed the deception that Greenwich has imposed on the world. There are two fundamental lines that encircle the earth, one the equator, to which is due respect. What should be the other? The meridians of Jerusalem and of Rome and of the Great Pyramid were suggested as the cross line that should start the time of day. But the supremacy of Great Britain on the seas, the necessity of accurate measuring of hours and minutes, brought the center of the world to Greenwich; and Greenwich set to work to tell the time, and nowadays, when Greenwich says it is noon, it is noon. It is usually a compromise. The line might have been drawn over any other point of the world's surface. But Greenwich has it, and sets the mean time. And when it is to-day in Greenwich it is this evening in other places and yesterday or to-morrow in others.

For when railways came, and swift steamships and men ran to and fro, Greenwich spread its compromise, the world went on spinning as usual; but men spun faster. The coach passenger's watch in London would take him without disaster to Edinburgh, while the voyager to America had probably forgotten all about time in the wonders of space. But when men began to travel swiftly and far it was necessary to come to some agreement about time, since it would never do to fiddle with the watch or reset the clock at every station between here and Penzance. It was necessary to compromise, and compromise always implies a certain amount of deceit.

Therefore, Greenwich made out its time, which is never the right time, and the world mapped itself out into four-and-twenty chunks. If you go round the world you lose a day or gain it, according to your route. And thus you will perceive that our astronomer has turned time to human devices. There are many important places in the world that are lured by Greenwich to get up half an hour earlier than they suspect or to lie abed half an hour later than they hoped. For example, the man at Penzance who wants to get up at 8 o'clock is turned out of bed twenty-three minutes earlier than the man in London. He never notices the difference. But the gas companies at Berne notice it; for Berne is on the edge of mid-European time, and the Bernese go to bed before they have consumed sufficient gas to satisfy dividends. The companies begged that Berne should be hoisted into the next division, see less daylight and use more gas.

There is no such thing as time—the right time—and if there were it would depend upon space which we are supposed to be annihilating. Already, when we voyage across the Atlantic, the captain tampers with the clock in the night, robs us of half an hour's sleep one way every night, and gives it back on the return journey, and no one notices the fraud. There are places on the ocean where a ship's captain—inspired by the fraudulent transactions of Greenwich—

filches a whole day from his passengers or condemns them to an extra day of this transitory life. No one grumbles, for no one suffers inconvenience. And I think that, on the whole, I should welcome Mr. Willett's project of luring me from my bed and giving me the light of a whole day in summer and permitting me to pay back the debt by installments in bed in the winter. I pointed out the situation to my astronomer friend and asked him whether, as he was obviously quite unscrupulous in the matter of time, as he was putting an admittedly adulterated article on the market, he could not go a step farther.—London Chronicle.

CANADA'S SUBSIDY POLICY.

An Ottawa newspaper, understood to be the organ of the Canadian Government, says that a definite offer has been made by a company to undertake a fast steamship service on the Atlantic as part of the All-Red project, connecting Great Britain with China, via Canada, for a subsidy of \$2,500,000 a year, and the Canadian Government, through the Prime Minister, has offered to bear half the cost of this subsidy and contribute \$1,250,000 annually. This would leave the British Government to make up the other half and the Australian and New Zealand governments to contribute the major portion to obtain the All-Red line which has been discussed recently. The newspaper states that it is believed the British Government will announce soon that it is prepared to bear its share of the expense of establishing the service. The London Economist in speaking on this proposed fast line by way of Canada to India, says:

"The Canadian Pacific Railway frequently carries small bodies of troops to and from the China stations, but rarely carries any coming from or destined for India. The reason is that Bombay is within twenty days of Southampton by way of Gibraltar and the Suez Canal. Obviously that time could not be equaled or even approached by way of Canada with eighteen-knot ships or any other ships on the Atlantic and Pacific. The Canadian Pacific performs a considerable feat in carrying the mails from England to Hongkong in twenty-nine days or less, having regard to the length of the journey and the stops at Japanese ports; but mails from London can be landed at Shanghai by the Siberian Railway in twenty days or less, and no new service which money could place on the Canadian route could possibly do as well as that. All that can be accomplished by the All-Red project through Canada is the reduction of time for passengers between England and Australia, and between England, China and Japan, though in the latter instance the Siberian route will always be the quicker. Freight between these countries will continue to go by the all-water routes. It may be doubted whether the Canadian line could reduce freight rates, but if they succeeded in doing so, if they give us lower export rates than we now enjoy, they would to that extent be employing the British portion of their subsidy in augmenting Canadian competition with the British farmer, which, from his point of view, would be rather absurd."

WATERWAY TO THE GULF.

The Lakes-to-the-Gulf project is for a fourteen-foot waterway from Chicago, through the Chicago Drainage Canal, the Illinois River and the Mississippi River to Memphis. Below Memphis the Government is already improving the river to that depth. The Missouri Valley River Improvement Association was organized for the purpose of pushing the project for a similar depth of water in the Missouri. Both plans are declared practical by Government engineers. The estimated cost of the Chicago-Memphis section is \$100,000,000, while the estimate for the Missouri to Kansas City is \$20,000,000.

The cutting of the canal across the Isthmus of Panama makes such a waterway an absolute necessity if the West is to obtain any of the benefits of the canal. The completion of the waterway will make St. Louis, Chicago and Kansas City practically ocean ports with three water routes to the sea, through the Mississippi to the Gulf, through the Lakes and the Erie Canal to New York, or through the St. Lawrence to the Atlantic. But by way of the two latter routes it would be necessary to make transfers at Buffalo to smaller boats and again at New York or Montreal to ocean-going steamers.

Through the Mississippi River and Gulf route boats loaded at Chicago, St. Louis or Kansas City could go to any port in the world.

The Chicago sanitary and ship canal is the most important link in the proposed waterway, 328 miles in length, to connect the Great Lakes with the Mississippi River. As a ship canal it is regarded as one of the greatest artificial waterways of the world.

The idea of a ship canal connecting the Great Lakes and the Gulf of Mexico is not by any means a new one.

In 1889 the General Assembly of Illinois passed a law for the construction of a sanitary canal which would cause the Chicago River to reverse itself and instead of being a tributary to Lake Michigan to become an outlet for the Lake. The work on the canal began September 3, 1892, and the water was turned into it from the Lake January 2, 1900. Up to April 1, 1906, over fifty million dollars has been expended in the various details of the work, and little remains to complete it. The canal proper is 28 miles in length, but in addition to this, six miles of the Chicago River and eight miles of the Desplaines River have been placed under control of the sanitary trustees, making the total length of the sanitary canal 42 miles. From Lockport to St. Louis the minimum depth will vary from 14 to 22 feet, and the estimated cost is \$27,000,000, not including the sum of \$3,000,000 that Chicago is to expend on the section between Lockport and Lake Joliet.

The proposal of the trustees of the sanitary district is to turn over to the general Government this canal, as a voluntary offering to the proposed deep waterway, without other consideration than that the Government shall complete the canal to St. Louis.—Kansas City Star.

Demand the union label on all products.

Home News.

The Pullman Company has signified its intention of withdrawing from Texas rather than pay the levy of \$100,000 for taxes which has been made against it.

Six prominent Milwaukee men, charged with conspiracy to defraud the Government out of valuable coal land in Colorado, were held for trial at Denver, Col., on October 18.

The vibrations of an earthquake were felt at Lowell, Mass., and all suburban towns on October 15. The shock lasted two or three seconds and was followed by what appeared to be a sharp explosion.

Mrs. Cassie Chadwick, whose amazing financial transactions culminated in the wrecking of an Oberlin bank, died in the Ohio penitentiary on October 10. Mrs. Chadwick was serving a ten years' sentence.

A report issued by the Safe Roads Automobile Association shows that between June 21 and September 21 of this year forty-one persons were killed and 313 injured as a result of automobile accidents in Massachusetts.

Goodman Phillips and James B. Lehneman, in the United States District Court at Boston, Mass., pleaded guilty to conspiracy in connection with the smuggling of Chinese into Providence on the schooner yacht Frolic. Sentence was deferred.

The highest altitude ever reached by a kite in this country was recorded on October 3 at the Mount Weather station, in Virginia, when an altitude of slightly over 23,000 feet was attained. At that height a temperature of five degrees below zero was recorded.

William A. Martin has been sentenced to three years' imprisonment for grafting while a member of the Pittsburg (Pa.) City Council. Martin was convicted of soliciting a bribe of \$70,000 from the Tube City Railroad, which had an ordinance pending in the Council.

A run on the Farmers and Merchants' Bank of Minneapolis, Minn., which had been developing for several days, culminated on October 10, when about \$200,000 was drawn out. During the week \$400,000 was drawn out, out of a total deposit of about \$13,000,000.

Mayor Whitlock of Toledo, Ohio, has declined the Democratic nomination for Mayor, on the ground that the convention failed to indorse the principles of the Independent party. All other Independent candidates for city offices indorsed by the Democrats declined to permit their names to go upon the Democratic ticket.

Captain Roald Amundsen, the Arctic explorer, announces that he will reach the North Pole in 1910. He said, also, that he expected to petition the United States Government to allow his vessel, the Gjoa, in which he navigated the Northwest Passage in 1904, to be the first to pass through the Panama Canal upon its completion.

The Marconi wireless station at Glace Bay, N. S., flashed to the station at Clifden, on the coast of Ireland, a message from Sir Wilfrid Laurier, Premier of Canada, congratulating the English people upon the inauguration of transatlantic wireless communication. This exchange of messages signifies the opening of the transatlantic wireless system for commercial purposes.

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Pacific Coast Marine.

The Oceanic liner Mariposa was towed into San Francisco on October 13, four days overdue from Papeete, owing to defective boiler tubes. An investigation is being held.

The overdue ship H. Hackfield arrived at Honolulu recently. The H. Hackfield was 156 days on the voyage from Leith to Honolulu and was quoted for reinsurance at 8 per cent.

The Swedish bark Medca, Captain Brusa, from Stettin, for San Francisco, with a cargo of cement, glassware and other merchandise arrived at the latter port on October 12, after a long passage of 225 days.

The steamer Nome City, Captain Hansen, which sailed from San Francisco on October 10, for Seattle, broke her propeller when off Point Reyes on her passage up the Coast, and put back to San Francisco. The Nome City will go into dry dock for repairs.

J. A. Kennedy, President of the Interisland Steam Navigation Company, is in San Francisco seeking to hasten the completion of the steamer Mauna Kea, the new steamer of the Interisland Company intended for the run between Honolulu and Hilo, T. H.

L. M. Gilman and M. S. Railey, of the firm of Gilman & Railey, filed a libel in intervention for supplies against the barge Minette in the United States District Court at San Francisco on October 16. The Minette was sold several days ago for \$1025. The intervention is to collect \$71 due for supplies.

Nothing has been done with regard to appointing a new manager for the Pacific Coast Steamship Company to succeed W. E. Pearce, who recently resigned. President Ford of the company is proceeding overland to New York, and it is understood that nothing will be done in the matter until his return.

A wireless message was received at San Francisco on October 8 from the steamer President on the way from Seattle to Nome when the steamer was in latitude 53 degrees 55 minutes north latitude and 156 degrees west longitude, stating that all was well. The message was transmitted over a distance of 1100 miles.

Captain Nopander of the Pacific Coast Steamship Company's service, who brought the City of Puebla to San Francisco on her last passage from Seattle will take command of the Senator. The Senator will come out from the Risdon Iron Works about November 1. Captain J. J. Shea takes permanent command of the City of Puebla.

A telegram from Seattle, received at San Francisco on October 14, conveys the intelligence that the schooner Martha W. Tuft, which runs between Seattle and the Katalla River, was totally wrecked on the sand spit at the mouth of the river on the night of October 5 during a heavy storm. The crew were with difficulty rescued from the rigging.

A cablegram from Auckland, N. Z., received at San Francisco on October 16 conveys the information that the British steamer Bucanteur, bound from Vancouver to Auckland, which was previously reported ashore on Suva reef, and floated after sustaining considerable damage, will be detained for another ten days for further repairs. The repairs will cost \$3100.

A libel suit was filed in the United States District Court at San Francisco on October 12 by William Denman, attorney for Mohns-Frese Commercial Company, against the Pacific Mail Steamship Company to recover \$1877 for damages to six cases of dry goods and a case of calfskin gloves. The goods were on the Acapulco when she sank at the Mail Dock last August.

The sealing schooner Kinsei Maru has returned to Victoria, B. C., from the Alaska coast and Behring Sea with 744 skins. She reports that the other Japanese schooners in the Behring Sea will average from 100 to 300 skins. On September 6 the schooner experienced submarine earthquakes for a period of twenty-four hours. One shock was so severe that it was feared the craft would go to pieces.

The sailing of the Oceanic Steamship Company's steamer Mariposa, which broke down at sea through her tubes leaking and through taking insufficient oil to last for the round trip to Tahiti, has been postponed. As predicted, the Mariposa will have to lay up for repairs. She will go into drydock at San Francisco and be thoroughly overhauled. The Mariposa will not resume the Tahiti run until November 22.

With storms and succeeding dead calms conspiring to create exasperating delays, the British bark Gulf Stream, Captain Kerbyso, from Antwerp, arrived at Port Townsend, Wash., on October 14, 217 days out and with a record for the slowest passage made by any incoming ships from

Europe to the Coast this year. The Gulf Stream carried a widely diversified general cargo, and after entering proceeded to Seattle as the first one of her many ports of discharge.

The Norwegian ship Guiana, which has been out 210 days on her voyage from Mobile to Bahia Blanca, has been given up as lost. Until recently the Guiana was quoted on the overdue list at a premium of 90 per cent for reinsurance. She is a vessel of 1207 tons burden and was built in 1882 at Nova Scotia. She recently was acquired by E. Rassmussen. On her present voyage she is commanded by Captain S. Hegge. The Guiana is 199 feet in length, with a thirty-eight-foot beam and is twenty-two feet in depth.

Caustic soda, blowpipes and scrubbing brushes have almost completed the work of thoroughly cleaning the raised steamer Acapulco at San Francisco. The painters have been at work in the parts of the Panama liner which have already been prepared for them, and are engaged on the inside of the steamer. A very large staff of men is engaged on this work, and some parts of the vessel look better now than they did before she spent seventeen days under water in the mud at the old Mail Dock.

Spreckels' new tug Restless, recently built at the Fulton Iron Works at San Francisco, was given her first taste of hard work on October 8, when she towed several large vessels up the Bay. Captain Olsen of the Restless states that the tug proved a very powerful puller and acquitted herself in a satisfactory manner. The Restless is 79 feet long 19 feet beam and 9 feet deep in the hold. Her engines are 250 horse-power and she is an oil burner. She promises to be the best tug of her class on the Bay.

The Matson Navigation Company's new steamer will be launched on January 1 and will be completed by April. She is to be called the Lurline and will be mainly used as a cargo carrier. There will be accommodations for fifteen passengers, and she will be fitted with a wireless telegraph system. The Lurline will be an oil burner and an oil carrier. The oil will circulate in an outer and separate compartment, and the general cargo will be carried in compartments by itself. The Lurline will have a speed of fourteen knots. She is being built at Philadelphia.

Captain F. Bergman, of the bark Sea King, has reported to Lieutenant Burnett of the Branch Hydrographic office that on September 4 in latitude 53 deg. 5 min. north, and longitude 164 deg. 15 min. west, he sighted what was apparently a vessel bottom up, about thirty feet long on the water's edge, and round topped to a height of about ten feet. Captain Bergman passed about two miles to leeward of the derelict, the character of which it was impossible to make out, owing to drizzling rain and a strong northeast wind. This is dangerous to navigation.

Following is the reinsurance list, as posted at San Francisco on October 18: La Tour d'Auvergne, 139 days from Rochester for San Francisco, 8 per cent; Thomasina, 170 days from Fort Erie for Falmouth, 6 per cent; Silberhorn, 128 days from Newcastle, Australia, for Pisagua, 60 per cent; Louise, 131 days from Bremen for San Francisco, 11 per cent; Arthur Sewall, 199 days from Philadelphia for Seattle, 21 per cent; Adolph Orlig, 192 days from New York for San Francisco, 15 per cent; Glenogil, 155 days from Liverpool for San Diego, 10 per cent; Dirigo, 137 days from Honolulu to Delaware Breakwater, 10 per cent; Lauriston, 121 days from Tumbry Bay to Falmouth, 6 per cent.

The Japanese steamer Tenyo Maru has just been launched from the famous Mitsubishi Dockyard and Engine Works at Nagasaki, where a number of Japan's largest men-of-war were built. The Tenyo Maru will be added to the Japan-San Francisco run by the Toyo Kisen Kaisha, which already has in regular service the Japan Maru and the America Maru, passenger boats, each of 6000 tons displacement. The new steamship is of 13,500 tons displacement, or more than twice that of the present Japanese liners. Loaded to the twenty-eight-foot mark, she will displace 18,700 tons. She is 570 feet 9 inches long, 63 feet wide and 46 feet 6 inches deep. She has accommodations for 273 first-class passengers, 54 second-class passengers, and 800 steerage passengers, or a total of 1127 people, and she has a cargo capacity of 8000 tons. She is to have Parsons turbine engines, three propellers, thirteen cylindrical boilers, and will burn fuel oil, instead of coal. The contract calls for a speed of twenty knots.

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WEDNESDAY, OCTOBER 23, 1907.

THE LIMIT IN INJUNCTIONS.

In this issue we reprint in full the decision of the United States Circuit Court of Appeals, at San Francisco, in the Hammond injunction case. As previously announced in these columns, the case will be carried to the United States Supreme Court, in order that the principle involved may be definitely determined. That principle, in the view of the courts, may be described by the words, "Labor is property." In the view of labor, the principle at stake is one of personal liberty. In other words, labor denies all "property right" on the part of the employer in either labor or patronage. As the Circuit Court of Appeals admits, in the Hammond decision, the principle involved in "Government by Injunction" has not yet been passed upon by the court of last resort. It is the intention, therefore, of the organized seamen to put the matter to the supreme test. A favorable decision from the United States Supreme Court—that is, a decision favorable to the principle of personal liberty—will go far to remedy the abuse of the injunction in labor disputes. On the other hand, an unfavorable decision will place the whole subject squarely before the people of the country, and thus pave the way for action of a legislative nature, in order that the powers assumed by the judiciary may be regained by the people. In either event the people stand to gain by an appeal to the highest tribunal in the land.

In this connection two recent instances of the injunction may be cited as showing the extremes to which that instrument is being stretched upon the theory of "property rights in labor." The first of these instances occurred at Philadelphia, Pa., on the 7th inst., in connection with the movement of the Printing Pressmen to secure the Eight-Hour day. The local union of that craft being about to vote on the question of rescinding the agreement previously entered into for a nine-hour day, an injunction was applied for and granted, restraining the Pressmen's Union from taking the vote in question! Another instance, equally repugnant to the sense of personal liberty and even more direct in its bearing upon the question of "property rights

in labor" is that of the Federal injunction recently issued against the Alabama Railroad Commission, at the request of the Louisville and Nashville Railroad. In this case the Court declared as follows:

An employer has a property right in the services of the workmen in his business. The employer can maintain an action against any one who entices his servant to leave him, or prevent the servant from working for his employer. This property right is protected by the sanction of our criminal laws also.

This, of course, is the doctrine of slavery, revamped to conform to modern prejudices against that "peculiar institution." The views of the Alabama court are very much to the point, but, except in the terms used, no more so than those expressed in the average decision in injunction cases. In a word, the Alabama decision possesses the merit of saying just what it means. "The times are ripe, and rotten ripe, for change!" The organized seamen of the United States, by appealing the decision in the Hammond case, will perform their share of the duty—the paramount duty—of the American people to reaffirm and revivify the principle of personal liberty, upon which rests the whole structure of free society.

MORE CHINESE CREWS.

Mobile (Ala.), Oct. 10.—Nearly all vessels in the Central American fruit trade will, it is said, in the next few weeks replace their Norwegian crews with Chinese. The Norwegian owners, it is said, have concluded that owing to the unsatisfactory labor of their countrymen, their unreliability, intemperate habits and the increasing number of desertions, partly on account of interference of boarding-house runners, they will no longer employ them. Each ship will probably sign thirty-five men, bringing the total number of Chinese to 1050.—Press Dispatch.

At first blush the foregoing would indicate an extension of Chinese labor in the United States. Upon reflection, however, the result to be anticipated is of an opposite character. It is likely that the attempt to man the Norwegian fruiters with Chinese will cost more than it is worth. The "arguments" used in justification of the new move are of the stereotyped variety, as witness the following, from the New Orleans Times-Democrat:

What will make the change one of the biggest in local maritime methods, it is said, will be the adoption of this plan by the United Fruit Company, which fleet numbers about forty in the New Orleans-Mobile to Central America trade. Of these about thirty are owned by and commanded by Norwegians. Each ship will sign probably thirty-five men, bringing the total number of Celestials to 1050. There are several other lines out of this port in the Central American trade, whose vessels it is thought will also be affected by this nautical revolution set in motion by Norwegian captains and owners.

When all Central American steamers have substituted Chinese for Scandinavians, it is estimated that over 1500 of the former will be at work on tropic-bound craft.

Possibly the most advantageous feature of displacing the Norwegians will be the protection that ship captains will have against boarding-house runners. These labor hunters are paid by the sailors' lodging houses so much per head for every seaman they can inveigle into leaving his ship. Sailors thus secured are held by the lodging-house proprietor, who in turn furnishes the captains of vessels with men to fill all vacancies in their crews. The proprietors try to gather as many deserters as they are able and then use them as a means of traffic. They are sometimes able to make money both coming and going, charging the ship captains for getting seamen for them and assessing the sailors for providing them with work.

This customary traffic in sailors will receive a setback when Chinese are signed by the Central American ships. When a Chinaman comes ashore in this port from one of the Caribbean fruiters under the \$500 bond given to the United States authorities by his employer, no runner will dare entice him to leave the vessel unless he cares to violate the Chinese Exclusion Act. Any action toward this end by the agent of the sailor boarding-house will set the Immigration officials on his trail and he will be punished by the Government if any offense is proven. Although on shore the Chinese seaman, by virtue of the bond he is under, is in the eyes of the law not actually in this country. With this

safeguard it is thought that Central American vessels will not suffer the delay in getting away from port now so common.

The desire of the Norwegian shipmasters for protection from the boarding-house runners is natural, but the form of protection proposed is likely to carry with it inconveniences that will more than offset any advantages to be derived therefrom.

In substituting the cheap and servile Chinese for the cheap and "intemperate" Norwegian, the shipmasters and shipowners are likely to find that they have jumped from the frying-pan into the fire. Anyway, the plan involves governmental supervision that is certain to prove costly, if not actually prohibitive, as may be gathered from the following:

The Department of Commerce and Labor is investigating a report that owners of Norwegian steamships engaged in the Central American fruit trade intend to replace their Norwegian crews with Chinamen. Should such a plan be carried out it is believed the Government will view it with disfavor, as it might mean a wholesale attempt to land Chinese illegally in the United States.

It is estimated that of all the fruit-carrying steamships engaged in the Central American trade more than 80 per cent of these vessels are chartered from Norwegian owners. These owners desire to supplant their countrymen with Chinamen, owing to their alleged intemperate habits and the increasing number of desertions, partly on account of interference of boarding-house runners. As each Norwegian steamship will sign about 35 men, it would bring the total number of Chinese to 1050.

The whole case may be summed up by saying that the evils of "intemperance and desertion," from which the Norwegian shipowner claims to suffer, are in the last analysis the result of low wages and a low standard of living generally. So long as the Norwegian shipowner attempts to run his vessels with "home" crews under "home" conditions, he must reconcile himself to the interference of the crimps. The employment of Chinese crews, so far from remedying that condition, will aggravate it by adding an element of interference on the part of the Government and public.

We are in receipt of a communication, under date of September 26, from the long-shoremen of Katalla, Kayak district, Alaska, announcing that the men employed by the Katalla Company have been on strike since September 16 for an increase of wages. The men were receiving 50 cents per hour, daytime, and 75 cents per hour, nighttime, and now demand 75 cents and \$1, respectively; also an increase from 50 to 75 cents per hour, straight time, for the beach gang. The men on strike have secured employment at other work, and the Company is completely tied up. Seamen and all other classes of labor are requested to stay away from Katalla until the strike is settled.

The call for the twelfth annual convention of the International Seamen's Union of America, published on page 7 of this issue, announces the near approach of an event of the highest importance to the seafaring craft. The advice of Secretary-Treasurer Frazier, that the local affiliated unions should "select their very best men," is right to the point, and should be followed. The Seamen's conventions are working bodies, not talkfests or mutual-admiration gatherings. Only men who have demonstrated their capacity for honest and tireless work should be elected to the convention.

The Telegraphers' strike is still on! Help the keymen to win the recognition of their just demands by contributing to their support.

SEAMEN'S CONVENTION.

Boston, Mass., October 10, 1907.

To All Affiliated Unions, International Seamen's Union of America, greeting:

In pursuance of Article III, Section 1, of the Constitution of the International Seamen's Union of America, you are hereby notified that the Twelfth Annual Convention of the International Seamen's Union of America, will be called to order in the port of Chicago, Ill., December 2, 1907, at 10 a. m., and will continue from day to day until the business of the convention is completed.

"Representation at the Convention shall be based upon the average per capita tax paid during the year. Organizations shall be entitled to one delegate for two hundred members or more, three delegates for five hundred or more, and one delegate for each additional five hundred or majority fraction thereof." Sec. 2, Art. III.

"Delegates shall have the same qualifications as elective officers of the organizations represented and shall be elected by a general vote of each organization. Provided, that no one shall be seated as a delegate to the Convention who is delinquent in or who has been expelled by any affiliated Union; nor shall anyone be qualified to act as a delegate who is also a member of any labor organization not affiliated with the International Seamen's Union of America. In case a vacancy occurs in the regularly elected delegation, between the election of delegates and the Convention, the various organizations shall have the power to fill such vacancies." Sec. 4, Art. III.

Organizations to be entitled to representation must have their per capita tax paid for September.

"All affiliated unions shall send at least one delegate to the Convention." Sec. 7, Art. III.

As this will undoubtedly be one of the most important, as well as one of the most instructive conventions of the International Seamen's Union, I would urge upon all affiliated unions to send as large a delegation as possible, and I would also urge upon all unions to select their very best men to represent them, as the whole future of this movement for the betterment of the seamen of this country may depend upon the judgment of your representatives in dealing with the subjects that will be brought before them. Do not let friendship and favor stand in the way of sending your most representative members as delegates to the Twelfth Annual Convention of the International Seamen's Union of America.

Hotel accommodations will be arranged for by the representatives of the Lake Seamen's unions.

Yours fraternally,

WM. H. FRAZIER,
Secretary-Treasurer, International Seamen's Union of America.

THE HAMMOND INJUNCTION.

(Continued from Page 1.)

depreciated by the officers and leaders of the unions, but that fact does not relieve the appellants of responsibility nor render the court powerless to deal with them in their collective capacity for the violent acts which in the present case are shown to have been committed, and which, according to the affidavits, were threatened to be continued.

It is contended that the Court erred in issuing the injunction for the reason that the appellee had no property right in that in which the Court protected it, and it is argued that while the appellee had a property right in its vessels it had none in the labor of its employees, as the latter could leave its employment as they saw fit. To sustain that contention, Northern Pacific R. R. Co. vs. Whalen, 149 U. S., 157, is cited. In that case the Court held that the only ground on

which, independently of an expressed statute, a court of equity would grant an injunction in a private action for nuisance, is special injury to property. The Court said: "No employer has such a property in his workman, or in their services, that he can, under the ordinary jurisdiction of a court of chancery, maintain a suit as for a nuisance, against the keeper of a house at which they voluntarily buy intoxicating liquors, and thereby get so drunk as to be unfit for work." This language of the opinion is especially relied upon, but the distinction between that case and the case at bar is elsewhere clearly stated in the opinion where the Court pointed to the fact that the defendant had not conspired or intended to injure the plaintiff's property or business, or to prevent the plaintiff's workmen from performing their contracts of service. The bill in the case at bar alleges, and the affidavits prove, that the appellants had conspired to injure and destroy the appellee's business and to prevent its workmen from performing their contracts of service. The appellee's property is not only its vessels but the business of carrying freight and passengers, without which the vessels would lose their value. The right to operate vessels and to conduct business is as much property as are the vessels themselves. All the rights which are incident to the use, enjoyment and disposition of tangible things are property. "Property is everything that has an exchangeable value." (Mr. Justice Swain in the Slaughterhouse Cases, 16 Wall., 127.) "Property may be destroyed or its value may be annihilated. It is owned and kept for some useful purpose and it has no value unless it can be used." In re Jacobs, 98 N. Y., 15.

But it is said that the injunction goes further than the law permits in that by its language it prohibits the appellants from doing that which they have the lawful right to do. By the order of the Court the appellants are enjoined "from in any wise interfering with the crews, firemen, cooks, stewards, seamen, or either of them or any of the servants or employees of the said steam-schooners or steamship, or either or any of them, without due process of law. . . . From in any wise interfering with the business of the said steam-schooners and said steamship except by due process of law, with the business of the complainant or orator of and concerning the said steam-schooners and the said steamship. . . . And from in anywise conspiring, colluding or confederating together for the purpose of preventing the said steam-schooners and steamship from receiving and discharging freight and passengers." It is said that under this injunction the appellants would be in contempt if they asked one of their relatives not to go as a passenger on one of the appellee's steamers, or if they made complaint of the violation of navigation laws by the appellee's vessels, or if they exercised their right to discriminate against the appellee by shipping cargo on other vessels than those of the appellee. The language of the injunction, however, is to be interpreted in the light of the allegations and prayer of the bill, and these may make an otherwise indefinite order sufficiently specific. Hamilton vs. State, 32 Md., 348. It is the acts set forth in the bill that the appellants are enjoined from doing.

It is urged that there is no showing that the alleged damage is irreparable, but that on the contrary the showing is that if the appellee was suffering any damage for which the appellants were liable, it was easy of estimation, and could have been recovered in a single action against any of the appellants, who are abundantly able to respond in damages. It is true that the answer to the bill alleges that the appellants are not insolvent, and that they possess \$150,000 in cash in banks. But it may be said in general that ground is presented for injunctive relief whenever there is actual or threatened injury to property, coupled with facts bringing the case within one of the recognized grounds of equitable jurisdiction, and showing that there is no plain, adequate, or complete remedy at law. Said the Court in Walla Walla City vs. Walla Walla Water Co., 172 U. S. 1: "The remedy at law, in order to exclude a concurrent remedy at equity, must be as complete, as practical and as sufficient to the ends of justice and its prompt administration as the remedy in equity." One ground of equitable jurisdiction in cases of continuing trespass is the fact that the measure of damages is exceedingly difficult of ascertainment. In such a case the solvency or insolvency of the wrongdoer is an immaterial fact. Kellogg vs. King, 114 Cal., 375. And relief by injunction may be invoked as a remedy for the destruction of one's business if in such a case no action at law would afford as complete, prompt and efficient a remedy. North vs. Peters, 148 U. S., 271; Watson vs. Southerland, 5 Wall., 74. It is made sufficiently clear by the allegations of the bills and the facts proven, that, notwithstanding that the appellants may possess \$150,000, the remedy at law is not as complete, prompt and adequate as the remedy in equity. The remedy at law would involve a multitude of suits and delay, pending which the injury to the appellee's business may proceed to ultimate destruction. The question of withholding or granting the injunction was one which rested in the sound discretion of the Circuit Court. We find no ground for saying that there was abuse of that discretion.

The order is affirmed.

Opinion filed: Oct. 7, 1907.

Indorsed:

F. D. MONKTON, Clerk.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Oct. 21, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Chas. F. Hammarin presiding. Secretary reported shipping dull. The election of delegates to the convention of the International Seamen's Union of America will take place at the next regular meetings held at Headquarters and Branches on October 28.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Oct. 14, 1907.
Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Oct. 14, 1907.
Shipping improved; prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 14, 1907.
No meeting; no quorum; shipping and prospects fair.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Oct. 14, 1907.
Shipping medium.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Oct. 14, 1907.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 14, 1907.
No meeting; no quorum; shipping fair; prospects uncertain; men scarce.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 14, 1907.
Shipping and prospects fair.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Oct. 7, 1907.
Shipping medium.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 17, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. The amendment to Article X, Section 2 was declared lost. The report of the Quarterly Finance Committee, finding stubs, books, money on hand and in bank correct, was adopted as read.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Oct. 10, 1907.
Shipping slack; nominated delegates to the convention of the International Seamen's Union.
LEONARD NORKGAUER, Agent.

San Pedro Agency, Oct. 10, 1907.
No meeting; shipping very good.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Oct. 14, 1907.
Shipping slack.

WM. PENJE, Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Oct. 7, 1907.
Situation fair.

R. H. WALKER, Secretary.
55 Main St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 15, 1907.
Shipping slack; prospects better.

WM. H. FRAZIER, Secretary.
1 1/2 A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Oct. 9, 1907.
Situation medium.

DANIEL SULLIVAN, Secretary.
15 Union St.

DIED.

Emil Johnson, No. 1804, a native of Sweden, aged 32, drowned in San Francisco Bay on October 6, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LOSS OF THE CYPRESS.

The new steel steamer Cypress, owned by the Lackawana Steamship Company, was lost in the gale on Lake Superior on October 11. The only survivor, so far as is known at this writing, was C. J. Pitz, second mate.

The known dead are: F. B. Huyck, master, of Sheridan, New York; John Smith, first mate; J. J. Norcross, chief engineer; W. F. Smith, assistant engineer; William Dundon, steward; Mrs. Wm. Dundon, assistant steward; George Thorne, watchman; George Dwelle, wheelsman, and Joseph Ray, oiler.

The missing, according to the last trip sheet, are: C. Anderson, wheelsman; C. Ruttenberg, watchman; William Chambers, oiler; Firemen Leon Wagner, Robt Luboig and L. Spencer; Ordinary Seamen Henry Mertle, Frank Eisenbach, Barney Pillion, George Johnson, E. Emerson, Wm. Hutchings and Porter, C. Laddie.

I do not think that the latter list is correct, as Comrade Shannon says he saw B. Pillion ("Red Barney") in Ashtabula a few days ago. If the verbal agreement between the Lake Carriers' Association and your delegates had been carried out, and a list of names of the crew left ashore before the Cypress sailed, we would be certain of the names of the comrades whom we have lost in this terrible disaster.

The Cypress went down in from 300 to 500 feet of water, between Keweenaw and White Fish, not far from the place where the Western Reserve was lost, in 1892, and, like the Cypress, the only survivor was a mate. The Cypress was built at the Lorain yards of the American Shipbuilding Company, by scab labor during the shipyards strike. She was 440 feet over all, 420 feet keel, 52 feet beam and 28 feet deep. She was launched on September 17 and left Lorain on September 21 and delivered her first cargo to Fairport, where she shipped her ill-fated crew. I was surprised to-day when informed by a gentleman who witnessed the building of the Cypress, that when the scabs were building her, if they could not get a rivet to drive properly they would fill up with candle and red paint; he says the LeGrand S. DeGraff was built the same way. This is not meant for a criticism of the owners, who could not possibly have known of the slovenly work on the vessel, but the men who did it should be hanged.

W. H. JENKINS.

Conneaut, O.

The new steamer Verona was launched at Lorain, on October 5. A dispatch from Lorain says that the Verona is the fourth of the Lackawanna fleet to be launched at that port. She will be ready in four weeks, and will enter the ore trade. The steamer is 500 feet long, 52 feet beam and has a depth of 31 feet. She is fitted with Scotch boilers and triple-expansion engines. The Verona will go out under command of Captain Jackson. Who the chief engineer and mate will be has not been decided. The Verona is a sister-ship to the Odanah, Crete and Cypress.

WRECKS OF THE SEASON.

The Great Lakes up to and including October 7 from the opening of navigation this year claimed a toll of 100 lives from the ranks of those who earn their living on and by the boats. At the same time the owners have been hit for a total loss of \$1,500,000 by the elements, "mistakes" of navigators and other accidents. The Detroit Journal says:

The chief item in the monetary losses is that caused by fire, the steamers Naomi and City of Cleveland going far toward bringing up the grand total for destruction through this cause of \$1,003,000. Loss of life on account of the fire was also considerable, ten meeting their deaths on this account. The Naomi again is responsible for the big total, seven of her crew and passengers meeting their deaths in the fire which destroyed the ship. The loss of the Arcadia off Pentwater on April 23 is by far the greatest accident of the season, fourteen people—every person aboard the little boat—meeting death in the Lake when she went down.

On the whole the season averages about the same as last, and the losses have been much lighter than in 1905, when the fall brought terrible wrecks. That the losses have not been heavier is in a great measure due to the good work of the Life Savers who have saved many a boat which by not many a year ago it would have been thought useless to try for. The wrecker Favorite is one of the latest acquisitions to the property saving fleet.

CANADIAN PACIFIC LINERS.

The Buffalo Drydock Company has secured the contract for putting together the two big Canadian Pacific steamers which will be towed to that port from Quebec in sections. The steamers, which were built abroad, will be operated on the Upper Lakes by the Canadian Pacific Railway.

The steamer Assiniboia, the first ship to come over, has been cut in two at Quebec, 105 feet being taken off her bow. Edward N. Smith, superintendent of the Buffalo Drydock Company was at Quebec when the operation was performed and he will have charge of the work of joining the sections.

The steamer Keewatin, which is a sister-ship to the Assiniboia, arrived at Montreal recently with 1,000 tons of cargo. The Keewatin will go to Quebec, where about one-third of the forward portion will be cut off and the two sections will be towed to Buffalo.

Comrade Alfred Lee, ordinary-seaman, No. 13729, fell into the cargo hold of the steamer Sir William Fairbairn, at Conneaut on October 12, and died of his injuries in the General Hospital on the same day. The unfortunate comrade was not entitled to benefit, but the Pittsburg Steamship Company, which owns the Fairbairn, very promptly assumed all financial responsibility, and sent the dead comrade's body to his relatives at Perth, Canada.

BIG STRIPPING JOB.

The Oliver Iron Mining Company has placed an order for 125 seven-yard stripping ears to be employed on the work of stripping the Hull division of the Hull-Rust property at Hibbing. The ears, it is expected, will be delivered in time for the company to put them in commission on or before the first of the new year. The Hull-Rust mine will be a might open pit proposition. The Hull and Rust are treated as one property.

The work of stripping the Hull will begin when the new order for tripping ears is filled, at a point half a mile east of the Rust open pit, and in time this and the Rust pits will be connected. The combined open pits will make the Hull-Rust the greatest mine of the kind in the world.

The work of stripping at the Hull-Rust has already caused the removal of over 3,000,000 cubic yards of material, and it is estimated that before the work is fully completed the total of overburden removed will have been fully 10,000,000 cubic yards.

The Mahoning people have awarded a contract to Drake & Stratton to strip one of their properties south of the present Mahoning open pit, at a point that includes the former site of the Great Northern depot at Mahoning. The Hull-Rust open pit will extend between the two open pits of the Mahoning Company.

BRIDGE AT ASHTABULA.

Following the notice issued recently that the old case against the commissioners of Ashtabula county, regarding the swing bridge at Ashtabula harbor, had been cancelled, Mayor R. H. Pfaff and the commissioners have received formal notification from Major C. McD. Townsend, Government engineer for this district, that the Secretary of War had decided that the bridge in question was an "unreasonable obstruction to navigation," and must be removed before October 22, 1908. Anent the proposition, the Mayor and commissioners were notified that a hearing in the case would be held at the Harbor City Hall in Ashtabula on October 22, 1907, at which anything they may have to offer on the subject may be submitted.

The notice specifies that "insufficient width of span, a faulty position of the navigable opening and the existence of the center pier and its fender in the river," make navigation difficult and that it is proposed to require the following changes be made in said bridge:

"So alter said bridge as to afford a clear, navigable opening not less than 140 feet between the fenders and remove the present center pier and its fender to a depth of twenty-one feet below the mean Lake level."

The Baltimore & Ohio will in a few weeks begin the construction of a new coal dump at Lorain, O., to take the place of the present No. 2 dump. It will be patterned after the machines at Ashtabula and Conneaut, with greater capacity than the present dump.

MARINE ITEMS.

It is expected that the steamer Monroe, building at the Ecorse yard for the Frontier Steamship Company will be launched shortly. She will carry 10,000 tons.

During the month of September, 872,757 tons of coal were received at Conneaut, an increase of 96,043 tons over the corresponding period last year. To date the total receipts at this port are 4,178,389 tons.

Wrecking operations on the steamer Packard, sunk in Pigeon Bay, Lake Erie, have been discontinued for the present, owing to bad weather conditions. Nothing more will be done toward raising the wreck until next season.

The 400-foot steamer ordered by W. H. Becker recently will be named for John A. Donaldson, the well-known coal shipper. The new boat, which will be built by the American Shipbuilding Company will come out next spring.

H. D. Edwards & Co., of Detroit, have filed a libel of \$81.20 on the coal carrying steamer Saginaw, for equipment said to have been furnished the vessel. The Saginaw is owned by the Black Diamond Transit Company, of Detroit.

The new steel steamer Arthur Hawgood, which is under course of construction at the Bay City yards of the American Ship Building Company, was launched on October 5. The Hawgood is 569 feet over all, 56 feet beam and 31 feet molded depth. She is being built for the Hawgood Brothers, of Cleveland, and will be commanded by Captain T. H. Sackett, of Marine City.

A dispatch from Two Harbors says that the City Council of that place has ordered a special election to vote on a proposed bond issue, the money to be used to improve the inner harbor. The Government appropriated \$100,000, the city agreeing to furnish the necessary funds to do the work in the inner harbor. The plans as agreed upon call for a stilling basin, and also a turning basin in the west of Two Rivers.

Despite the defense set up for the Life-Savers at Crisp's Station, the survivors of the Nimick feel bitterly over the failure of the surfmen to go to the assistance of the sinking ship. The fact that the engineer could swim ashore, and that the boat that was successfully launched off the Nimick managed to get ashore, is advanced as an argument why the Life-Savers with their self-righting lifeboat could have reached the wreck if anything like a courageous effort had been made.

The tug Excelsior, of the Great Lakes Towing Company, while going up the river was struck when opposite Amherstburg by the steamer Presque Isle, owned by the Cleveland-Cliffs Iron Company, and sent to the bottom. Five of the crew of the tug jumped into the water, and the fireman, who was below, managed to get to the surface before the tug sank. The men proved to be good swimmers, and managed to keep afloat until they were picked up by another tug.

They lost their clothes and all their belongings.

The United States Lake Survey is informed that the wreck of the steamer Sevana, which has been lying sunk for two years on a rock reef about 1 5-8 miles E. by N. of Sand Island light, Apostle Islands, Lake Superior, will be removed. The Reid Wrecking Company now owns the sunken vessel and will undertake the removal operations as soon as the weather permits. Captain James Reid, of the wrecking company, states that the boiler and machinery will first be removed, then the cargo of iron ore, and afterward the hull will be either raised entire or blown to pieces for the scrap.

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

William Smith is requested to write to his sister, Mrs. Lot. Beeks, at Mannsville, N. Y. Important!

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
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BRITISH POSTAL SERVICE.

Of interest to the Postoffice Department, civil service and American wage earners in general is the report of a select committee which for over a year past has been inquiring into the condition of the postal employes in Great Britain. The report has been laid before the House of Commons, and its recommendations are likely to be adopted. A resume of the report, forwarded by Consul-General R. J. Wynne of London, is as follows:

A careful analysis of the various recommendations of the committee leads to the conclusion that their acceptance will involve an ultimate annual cost to the nation approaching \$2,500,000, although the increase per individual may appear small. A demand on the part of the organized carriers, clerks, telegraphers and telephonists for a forty-two-hour week has been rejected, while a weekly half holiday is only recommended where the exigencies of the services permit. Free medical attendance or a small money grant given where the official doctors are not easy of access is to be allowed.

The London telegraphists, who now rise to a maximum of \$15.50 weekly, asked to go up to \$24 weekly. The committee recommended that their maximums should be \$16.25, with an excess allowance of 75 cents a week till promoted for passing a searching examination in technical telegraphy. The London sorters, who now receive \$15.50, claimed much the same scale as the telegraphists, but they are not recommended for any increase in their maximums, which the committee considers adequate. The maximum salaries of the London postmen at present vary from \$7 to \$8.50 a week. The committee, dividing the London area into three districts, recommended new maxima of \$7.75, \$8.25 and \$8.75.

The provincial postal and telegraph servants made large claims, in many cases asking that the maximum salary should be nearly double, but the increases actually recommended are not very great, though the lowest-paid offices are recommended for considerable advances. The telegraphists and sorting clerks at these offices, the committee suggested, should be graded into five scales (instead of seven) with maximum salaries of \$10, \$11, \$12, \$13 and \$14, respectively. The provincial postmen, they urge, should be graded into five grades, with maximum wages of \$5.25, \$5.75, \$6.25, \$6.75 and \$7.50 respectively. A long list of alterations is suggested in the wages of other classes of postal servants. Women sorters, for instance, are recommended for a more rapid advance to the maximum of \$7.50, and women telegraphists to a maximum of \$10. An important change suggested is that women of all grades in the service should be no longer exempt from Sunday duty.

Most of the changes recommended in wages are more in the nature of redistribution on the rate of progression than actual increases. The maximum has been raised to those employed in the Central Telegraph Office to \$16.25 a week.

The committee proposed that it is not possible to abolish the system of Christmas boxes for postmen, and recommended no alteration, though it is an open secret that both the Postoffice and the men desire their abolition, the only question being as to the amount of the compensation which should be given.

The committee recommended that night duty shall be reckoned from 8 p. m. to 6 a. m. (instead of 10 p. m. to 6 a. m.) and that seven hours during the night period should be counted equal to eight hours of day work. In spite of the alterations there will, however, be thousands of men in the service still receiving \$3.75, \$4 and \$4.25 a week.

FORTY-SEVEN-STORY STRUCTURE.

The forty-seven-story Singer building on lower Broadway, New York, will be the tallest skyscraper in the world. With the cupola, which includes six stories, it will be 742 feet high from basement to flagpole, 187 feet taller than the Washington monument. From the sidewalk to the roof it will be 612 feet. The building is now up to the fortieth story and excites much interest even in New York, because of its great height.

The tower for forty-one stories will be sixty-five feet square. The top six stories will be taken up by the cupola and a lantern. The main body of the building will be only fourteen stories high. The tower, when completed, will weigh 18,365 tons. This weight will rest on concrete caissons, sunk to bedrock, ninety feet below the level of the street. The excavation about these caissons was filled in from bedrock up for thirty feet with solid concrete. There are thirty-six of these solid concrete caissons incased in steel, systematically arranged in an area approximating 9000 square feet. Upon them is placed a gridiron of steel girders, which modern engineering genius has arranged in such a way that the enormous weight of the tower proper, having a ground area of 4200 square feet, is distributed with methodical evenness over a bearing surface so large that the rock foundation carries only the weight of a twenty-story building.

The building itself is of the modern French school of architecture. The materials of the facades are pressed brick and Indiana limestone. The power generated by the dynamos in the basement would be able to light a small city, and, indeed, there will be more lights in this one building than there are in some small cities. From the roof of the main building searchlights of the United States naval standard will be directed against three sides of the tower, making it visible at night for twenty miles.

The lantern on the top of the tower will contain a powerful searchlight, which may be seen from a distance of sixty or seventy miles. On election nights it would be possible by a code of light signals to flash the result over half of Long Island, far out into New Jersey and up the Hudson as far as Newburgh. Further illumination of the tower will be accomplished by concealed incandescent lights.

Argentina now seems fixed at the top of the list in exports of wheat to Great Britain. It has held that post for three years, with steadily increasing figures, while the British imports from every other country have either declined or fluctuated. The United States is second at present, having up to July 10 sent less wheat than last year, while Argentina's contribution has increased 20 per cent.

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INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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INFORMATION WANTED.

A. G. Oberg, No. 744, a retired member of the Sailors' Union of the Pacific, is inquired for by C. E. Roberts, 44-46 East street, San Francisco.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

HUSBANDS AS PRIZES.

A Berlin tradesman has lately issued a circular promising to bestow a husband, in the person of his son, upon the spinster who shall, within a year's space, collect the most coupons, one of which is given with each purchase to the value of 5 marks. To the prize husband, as a wedding gift, he has promised to bestow a share in his business.

This singular offer, though, of course, of rare occurrence in the commercial world, is not without precedent. Some years since a Leeds firm of drapers circulated among its customers penny tokens, whereon was depicted a stylishly dressed man surrounded by the legend, "A Husband for a Guinea," signifying that such as expended that amount on the firm's goods were allowed one chance in a raffle for an eligible young man, the junior partner in the house.

A circular which a now defunct tea company distributed among its lady canvassers contained the announcement that "the young lady who procures the best result compared with the amount of salary received, for not less than six months' service will receive £500 and be allowed to marry any single young gentleman of the firm. Should the young gentleman refuse to marry her we will pay the breach-of-promise damages, £100 extra, and dismiss the young gentleman from the firm."

In the early years of our late Queen's reign the proprietor of a library at one of the leading Kentish watering places issued the announcement of a lottery for a husband, who was guaranteed to be in the enjoyment of an annuity of not less than £200 per annum. The event created quite a stir, as the prize was a handsome young fellow, who appeared to be in every way eligible. Great, then, was the dismay created by the arrival on the very day when the draw was advertised to take place of a couple of London constables, by whom the much-admired Adonis was arrested on a charge of fraud.

Every New Year's day a large Viennese firm of bootmakers was wont to offer a husband to the lady whose foot was considered to be the smallest and most shapely of the year, guaranteeing at the same time to set the couple up in business should such help be needed. For over twenty years was this practice continued until the head of the firm, an old widower, fell in love with and himself married the Cinderella-footed lady, who, being of an ultrajealous disposition, sternly vetoed the custom's continuance.

In the late eighties a Brussels tailor took a young man into his employ on the stipulation that he should be allowed to dispose of him in marriage. The agreement signed, the tailor made public announcement that he would bestow a husband upon that spinster or widow who should bring most custom to his establishment within twelve months. After a keen competition the prize was carried off by a buxom widow of 60, who, besides introducing her eight sons to the clothier's notice, was the means of inducing a score of brothers, cousins and nephews to patronize his shop.

To all spinsters and widows a chance in the lottery for a husband was the inducement held out by a New York photographer to have their photographs taken at his establishment, while to such ladies as were married, and therefore ineligible, it was permitted to nominate a friend in their stead. The circulars to this effect, which

were distributed broadcast, were surmounted with a likeness of the prospective prize, a man of such attractive appearance that many matrimonially inclined women were induced to try their luck before the camera.

After some months, during which trade prospered exceedingly, the draw took place and the good-looking young man was duly delivered over to a lady who, it subsequently transpired, was the photographer's own daughter, whose father had persuaded her to exploit, for the good of his business, her fiancé of some three years' standing. The cunning trio soon afterward left New York.—London Tit-Bits.

JAPAN HAS RACE PROBLEMS.

It seems that Japan has been having a little race problem of her own. The details are sparingly given by a native press that courts consistency. From the sparse news accounts and the editorial comments of some of the Tokio papers, it appears that the importation of Chinese laborers to work on a new railroad line in Kagoshima province has helped to show the Japanese where the shoe pinches in San Francisco.

Early in July the contractor to whom the construction work on the railroad had been awarded imported thirty Chinese laborers. The wages he paid were 10 yen a month—about \$5 gold—and that was 50 per cent cheaper than the hire of Japanese laborers. Still the Chinese were satisfied, and they were good workmen.

So pleased was the Japanese contractor with his experiment that he sent to China for 100 more, and before these coolies had landed at Nagasaki a third consignment of 800 was contracted for with Chinese emigration companies in Chefoo.

The Mainichi Dempo naively states that the Japanese laborers took great alarm at the importation of the Chinese coolies, who were willing to work for half of what a Japanese laborer demanded. Mass meetings were held by the citizens of Kagoshima-ken "to consider this grave peril to the laborers of Japan," as the Mainichi puts it.

But the sentiment of the outraged laborers of Kagoshima-ken did not stop at mass meetings. One night in the latter part of July they posted a notice written in Chinese on the doors of the Chinese laborers' huts that if they didn't stop working in Japanese men's places they would be driven back to China.

The local police officials took alarm at the indignation of the citizens of Kagoshima-ken and sought advice from the central Government at Tokio. Tokio, realizing the possibilities of embarrassment in any overt act against the Chinese ordered the police of Kagoshima-ken to use their utmost powers to protect the foreigners in case of an outbreak and then summoned the enterprising contractor to a conference in Tokio.

It happens that an Imperial ordinance, No. 352, which was promulgated in 1898, forbids the employment of foreign labor in Japan except under limited conditions, which restrict such employment only to the old treaty ports where foreigners congregate. The latest papers from Japan have it that the contractor has either unconsciously disobeyed this law or that he intends to force a test case.—New York Sun.

STATE AID FOR SHIPPING.

If there is one fact that seems to have been taken for granted everywhere in connection with the new Cunard steamships *Lusitania* and *Mauretania*, it is that both these vessels have been made possible by the generous subsidies allowed by the British Government. Not only was the credit of the Admiralty given the company for the enormous sums needed for the building of the ships, but they carry a yearly guarantee sufficient to meet the interest payment on the debt to the Nation which the company has assumed. At least this is the popular interpretation of the situation. Mr. Watson, chairman of the Cunard line, looks at the matter from a different viewpoint, and his position is interesting as illustrating one of the most common facts in mundane affairs, that perspective and standpoint may make obvious things appear other than they are.

At a recent social function, at which Lord Brassey, in toasting the great British steamship company, took occasion to express his approval of the policy of the State aid for such splendid vessels as the two new turbine liners, the Cunard representative interposed a prompt disclaimer of the subsidy idea. He declared specifically that the Cunard company "received no subsidy" and "asked for no assistance." The Government had wanted a certain article and had asked the company to provide it. This the company considered, and the outcome was the existing agreement, which the Cunard line regards as nothing more than "payment for services rendered and to be rendered." Very much the same thing might be said for many forms under which State aid for shipping has been disguised, but at all events it is well to see the thing from all points of view.

It has been the proud boast of the Hamburg-American line, one of the chief of the German competitors of the Cunard, that it has no subsidy whatever, enjoys no privileged position in Germany or elsewhere, and has no advantages at German ports which are not enjoyed by the steamships of any other line under whatever flag. The contrary has often been erroneously stated, and the Hamburg-American line is entitled to the credit that belongs to it for the enterprise that has placed its ships on every sea. It has undoubtedly received the powerful patronage of the German Emperor as a great national undertaking in the line of the national aspirations and ambitions, and to this extent may be said to have received the "aid" of the State. But it has rendered no "service" to the Government for which it receives an annual payment of \$750,000 from the Imperial revenues.—Philadelphia Public Ledger.

It is understood that the protracted competition in freight cutting is at an end between the Straits Steamship Company and Beng Kee & Co. of Penang, an agreement having been arrived at between the parties which will terminate the disastrous policy detrimental to the owners and shareholders, though beneficial to traders, with ports on the west coast of the peninsula between Penang and Singapore.

For union-label products consult the JOURNAL's ad columns.

Demand the union label on all products!

World's Workers.

A general strike was proclaimed at Turin, Italy, on October 13 to begin on the 14th.

At the end of 1906 there were 2790 factories in New South Wales, employing 61,321 hands, and of these 19,142 were female toilers.

A strike recently occurred at Messrs. Vickers, Sons and Maxim, England, against the bonus system. The dispute was settled satisfactorily to the strikers.

Recently the British Miners' Federation cabled £1000 to the miners of the Rand, South Africa, to assist them in their fight against the Transvaal mining companies.

The Cutters and Trimmers' Union, of Sydney, Australia, is meeting with considerable success in the demand for better wages. Already a number of factories have conceded the reasonable rates asked for by the union.

The Ipswich Colliery Owners' Association has promised that it will meet a deputation of the Engine-drivers and Machinists' Association, to discuss an increase of wages for the members of the latter association.

The committee appointed in Melbourne, Australia, some nine months ago to inquire into the apprenticeship question, unhesitatingly condemned the lax manner in which apprentices are being taught their trade in Australia.

That Old-Age pensions of not less than 5 shillings a week shall be paid as a civil right to all persons of 60 years of age and upward is the demand of the Labor party as voiced at the Trade-Union Congress at Bath recently.

Day and night meetings of railway employes are being held in all parts of Great Britain, at which speeches are made and resolutions passed emphatically favoring a strike to force the companies to recognize the union.

The lockout of the Sydney (Australia) coal lumpers has ended by mutual concessions, the unionists obtaining an increase of 1½d. per hour all round. Foremen permanently employed are not to be members of the union, but casual foremen may be.

The men employed at the Barren Jack waterworks, in New South Wales, were allowed twenty minutes each day to enable them to reach the spot where they worked. Some over-officious person stopped the concession, and so caused a strike of 350 workmen.

A law just promulgated at Rome, Italy, provides that railroad employes shall in future come under the same regulations as employes of the other departments of the Government. This will make railroad men who take part in strikes liable to punishment for misdemeanor.

Mine-owners and miners at Kalgoorlie, West Australia, met in conference recently and agreed upon a statement of wages and conditions of labor for a stated period. The rates agreed upon have now to go before the miners' union for its ratification or otherwise.

Work in all the factories at Milan, Italy, has ceased and traffic on the street railways was stopped as a result of the general strike declared on October 11, due to the encounter between striking gas-workers and a body of strike-breakers, in which the carbiners interfered and fired on the mob.

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Nilsen, Edvin
Nordstrom, Knut O.
Nurmi, E. W.
Nurminen, J. V.
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Sclander, Gus.
Staaf, Louis
Swanson, Ivar
Smith, Max
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Tyrholm, Johan
Thomson, John
Tornbeck, R.
Udd, John
Vincent, Joseph
Wanous, Geo. A.
Wilsen, Anders
Waltner, M.

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ner Sailors' Union Hall, S. F.

Seattle, Wash., Letter List.

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Adams, Joseph
Aga, Johan
Akesson, H.
Allendsen, H.
Albers, G.
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Austin, M. M.
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Berg, Albert
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Bensen, J. E.
Berg, H. M.
Bee, Colln
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Bindseil, W.
Billington, J. M.
Bjornholm, H.
Blecka, A.
Blomberg, G.
Botgerelst, L.
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Hakonsen, John
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Hultberg, E. J.
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Iversen, S. B.
Isaksen, I.
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Lie, J. L.
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Martinsen, K.
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Mathisen, M.
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Mayers, F. M.
Mahar, W. F.
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Olsen, Raynvald
Olsen, Johan
Olsen, K. E.
Olsen, H. M.
Olsen, Just.

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Otto, L.
Overland, T.
Parkhurst, Thos.
Paulson, Hans
Petersen, Ch. -990
Pettersen, Axel
Pedersen, L.
Pedersen, Peter
Pederson, K. -980
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Pendville, N.
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Plummer, Karl
Prescott, F. F.
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Vierich, R. G.
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Schade, Wenzel
Smidt, Alfred
Tidamann, Charllo
Zink, Chas.

TACOMA, WASH.

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graph promptly attended to.

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of
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every dollar's worth before commencing to remodel the store, and the arrival of
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our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

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UNION MADE HEAD TO FOOT OUT-
FITTERS.

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SEATTLE, WASH.

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NAVIGATION SCHOOL
NEVER HAD A FAILURE.

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Flat K, SEATTLE, WASH.

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Res. Phone, Ind. X 7028.

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UNION MADE CLOTHING

FURNISHINGS,
HATS AND
SHOES, at

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Clothing, Shoes, Hats and

Gents' Furnishing Goods

108-110 MAIN STREET

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Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
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American and British.

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Pt. Townsend Letter List.

Ensbom, Carl R.
Eliassen, C. E.
Evans, Stanley
Grew, Jorgen
Heine, C.
Helms, William
Hartman, Karl
Knopff, Fritz

Larsen, Anton
Larsen, L. K.
McLennan, Donald
Olsen, Alfred
Stachenssen, C
Syvertsen, Syvaret
Sande, Anton
Tugland, Karl



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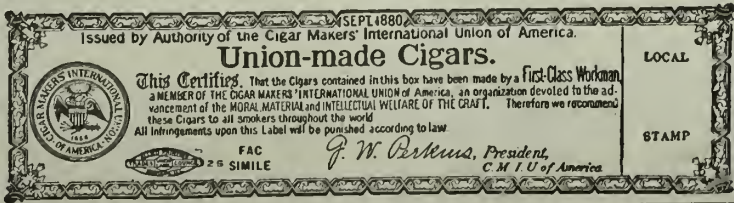
That the best made shoes—the shoes made under the best manu-
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Ask your dealer for Union Stamp shoes, and if he cannot supply
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246 Summer Street, Boston, Mass.

SMOKERS

See that this label (in light blue)
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you are served.



Labor News.

Prison labor will construct good roads in Illinois if the plans of the Supervisors, County Commissioners and County Clerks are carried out.

A three days' convention of the Brotherhood of Locomotive Firemen and Enginemen opened at Detroit, Mich, on October 9. Close to 1500 railroad men were in attendance.

Less than 500 men were at work at New Orleans, La., on October 10 in the places of the 10,000 cotton hand- lers and loaders who are on strike in sympathy with the Cotton Screw- men's Union.

John Mitchell, President of the United Mine Workers of America, an- nounces in the United Mine Workers' Journal that he will not be a candidate for re-election. Illness is believed to be the cause of Mitchell's withdrawal.

President Small, of the Commercial Telegraphers' Union, was removed from office by a vote of the executive committee of the union, on account of his action in ordering that the tele- graphers return to work. The execu- tive committee announces that the strike will be continued.

Women clerks in Pittsburg (Pa.) department stores, who were warned that they would not be permitted in future to wear high pompadours while at work, have won their fight against the managers of the stores, and in future they will wear their hair any way they see fit.

The candidacy of John P. White, President of District No. 13, United Mine Workers, which includes the miners of Iowa and Putnam County, Mo., for President of the national or- ganization has been announced from the State headquarters. The decision comes in view of the resignation of John Mitchell.

The grievance committee of all yards under the jurisdiction of the Switchmen's Union of North America has formulated a demand for an in- crease in pay equal to that granted to the men in the Northwest. It is the purpose to ask for an increase of 5 cents an hour, time and a half for overtime and double pay for Sunday work.

The tenth biennial convention of the Amalgamated Association of Street and Electric Railway Em- ployes, at New Orleans, La., on Oc- tober 10, levied an assessment of \$1 a month per member in aid of the members on strike in San Francisco. There are about 69,000 members of the Association. The assessment will remain in effect until the strike ends.

The Great Northern officials at Se- attle, Wash., have announced that the Hill system has granted an increase in wages and time allowances amount- ing to approximately \$12 a month. The day's work of telegraph operators in the relay system is reduced from nine to eight hours a day, and Sunday overtime is raised from 40 to 50 cents an hour. A number of other concessions are given the men.

Arguments on the petition for a permanent injunction against the In- ternational Printing Pressmen and As- sistants' Union of America, which was charged by the United Typo- thetæ and several publishing firms of Chicago, New York, St. Louis and other cities with having violated an agreement of last January in de- manding an eight-hour day, were heard by Judge Thompson in the Federal Court at Cincinnati, O., on October 12.

News from Abroad.

Twenty-seven persons were killed or wounded in a railroad wreck at Orio, about six miles from St. Sebastian, Spain.

The floods in the vicinity of Barcelona, Spain, continue to be most serious. Up to the present time five persons have been drowned and 30,000 thrown out of work.

Joseph H. Choate, head of the American delegation to The Hague Peace Conference, signed the final act of the conference on October 18, and the conference adjourned.

A meeting between King Edward and the Czar has been arranged to take place at Copenhagen, Denmark, according to the Berlin correspondent of the Politikens.

Despite repeated storms, a forecast of the Japanese rice crop of 1907 shows an increase of 5 per cent, as compared with the crop of 1906, and of 13.5 per cent as compared with the average.

The British Foreign Office officials have refused to receive the envoys of Mulai Hafid, Sultan of the South, and he will proceed to Berlin in an effort to interest the German Foreign Office.

The Danish steamer Alfred Erlandsen has been wrecked off Castle Point, near St. Abbs Head, Scotland. She went ashore during a gale on October 17 and twenty of her crew were drowned.

Caid Anfloos, a Morocco chieftain, has seized Mogador on behalf of Mulai Hafid, the rival Sultan. French warships have been sent to control the situation and there is fear of another bombardment.

The town elections in St. Petersburg (Russia) province have resulted in a complete constitutional Democratic victory. The workmen in the suburbs of St. Petersburg are electing so-called Democrats.

A gang of convicts who were being escorted to Tobolsk, Siberia, from Tyumen, Eastern Siberia, attacked their guards on October 6 and wounded six of them. The guards fired on the convicts, twenty-two of whom were killed.

Plans that will convert Valparaiso into one of the world's largest and best ports have been accepted by a committee appointed by the Chilean President for the purpose. French engineers submitted their proposals. The work will take nine years.

Russian police statistics published on October 16 regarding terrorism during the month of September show that thirty-four persons were executed; that 207 persons, including seventy-three officials, were murdered, and that 172 people were wounded in various affrays.

A correspondent of the Berlin Tageblatt at Emiden telegraphs that according to a dispatch received from Borkum, a spying yacht with English naval officers on board had been captured by two Wilhelmshaven torpedo boats. The officers are suspected of having taken soundings and made photographs in forbidden waters.

The priests of the Department of Finisterre, France, having generally refused to quit their presbytery, which reverted to the communes under the Church and State Separation law, are now being expelled by the aid of gendarmes. At many places resistance is encountered. At Relic the gendarmes were forced to break into the house of the presbytery in order to eject the priests, who were surrounded by weeping women.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aas, Oskar
Aaltonen, R.
Abel, Paul
Abrahamson, John
Ackerson, P.
Ailborg, R. W.
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Bensen, Sigurd
Benson, John E.
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Black, John
Caldwell, Wm. M. G.
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Canning, Jons
Cannon, Martin
Carlson, Th.
Carlson, Axel
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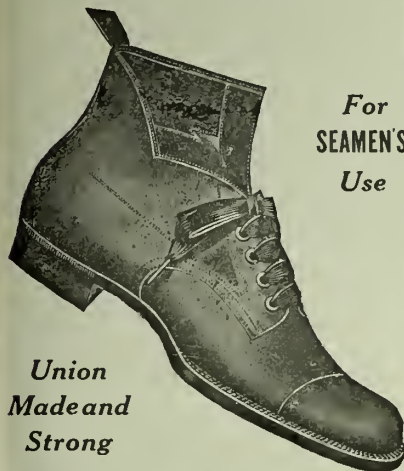
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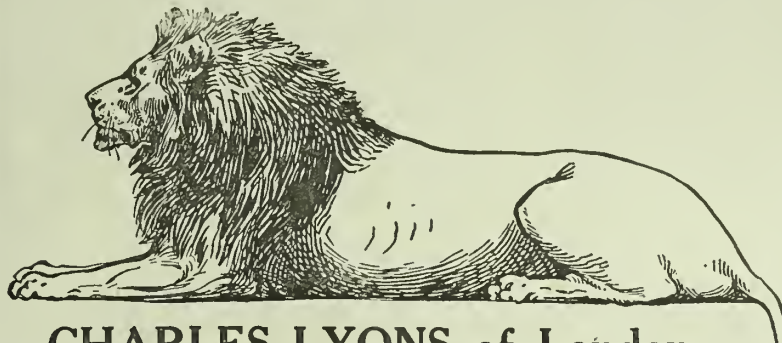
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A Belgian syndicate is said to have
been formed to operate a direct line
of turbine steamships between Ant-
werp, New York and Boston.

Following the announcement that
theatrical performances will be given
on the Cunard liners, it is said that ar-
rangements have been made with the
North German Lloyd line to present
vaudeville turns on the steamers of
that company.

The present monopoly of schooners
in the lath business from the provinces
to Philadelphia is threatened by the
invasion of steamships. Thomas B.
Hammer has chartered the British
steamship Alice to carry a full cargo
from Chaleur, New Brunswick, to
Philadelphia.

It is reported that Charles W.
Morse, head of the Consolidated
Steamship Company, is making ar-
rangements for a line of steamers to
ply on the St. John River, between
St. John and Fredericton. It is under-
stood that the line will be opened
early next summer.

The Navy Department has practi-
cally decided to ask Congress for four
battleships, two of which shall be
sister-ships to the 20,000-ton Delaware
and North Dakota, authorized by the
last Congress and already contracted
for, and the other two still larger.

The six-masted schooner William
Douglas, which for the last fifteen
months has been engaged in transport-
ing oil from Texas to New York, has
been released from her charter, and
will shortly engage in the coal carry-
ing trade to Boston. She is now hav-
ing her oil tanks removed.

The old Clyde liner Yemassee
which, for years, ran regularly in the
passenger and freight trade between
Philadelphia, Pa., and Norfolk and
Richmond, and which was recently
turned into a barge, has been char-
tered to load 2200 tons of coal at the
former port for New England.

The first practical step in the inau-
guration of a new steamship line be-
tween Philadelphia and New Orleans
was taken recently, when a represent-
ative of the Southern Pacific Railroad
met prominent shipping and commer-
cial men at Philadelphia, Pa., to dis-
cuss the question of a terminus and
other important matters pertaining to
such a service.

The attention of the United States
Hydrographic Office will be called to
the necessity of the Government dis-
patching one of its cruisers or revenue
boats to watch the course of icebergs
off the Grand Banks, so as to aid in
minimizing the dangers to transatlan-
tic travelers during the season when
these floating icefields loom up in the
path of steamships.

The Government is negotiating with
the New England Gas and Coke
Company for the charter of three
colliers—Maiden, Everett and Mel-
rose, to transport coal to San Fran-
cisco and Honolulu. The capacity of
each is 7100, and the Navy Depart-
ment wishes to charter them for a
year.

Concessions having been made by
the Morse interests to the demands of
the Marine Engineers' Beneficial As-
sociation, which went into effect Oc-
tober 1, no interference was made
with the regular run of the Clyde
steamships between Philadelphia, Pa.,
and Norfolk and New York. The
only coastwise corporation that re-
fused to concede to the Association's
terms is the Merchants and Miners'
Transportation Company.

With the Wits.

Force of Habit.—"I declare I never saw such a fellow. He is always cutting up."

"But, then, you must remember he is a medical student." — Baltimore American.

Near Profanity.—"Swaddleford, I wish you wouldn't use so much bad language in my presence."

"Bad language, Biddlecombe?"

"Yes; your attempts to talk French are simply vile."—Chicago Tribune.

Didn't Know. — Hostess — "Let's have a game of bridge. You play, don't you, Miss Greenley?"

Miss Greenley—"Well, really, I don't know. You see, I've never tried."—Cleveland Plain Dealer.

The Useful Wife.—"Does Jones think he's any better off since he got married?"

"Yes; he says he has some one to thread his needle now when he wants to sew on a button."—Judge.

After the Show.—Sweet Singer—"The leading man does not get so many curtain calls since he has been married."

Comedian—"No; I think he gets more curtain lectures." — Chicago News.

Overheard on the Street.—"Bedad, Larry, yez look all out av brith!"

"Oi am thot. Oi nearly raced myself to dith troyn' to ketch a Welsh rabbit. But yez finger is bladin'. Phwat is th' trouble, me bye?"

"Oh, Oi got bit by a mock turtle." — Chicago News.

Alfred's Inference.—"I see that a man in Kansas has applied for a patent on a spanking machine he has invented," chuckled Mr. Flithers, looking up from his paper.

"Did he have to invent one, pa?" asks little Alfred, "because there aren't any more women like mamma?" — Success Magazine.

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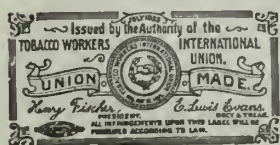
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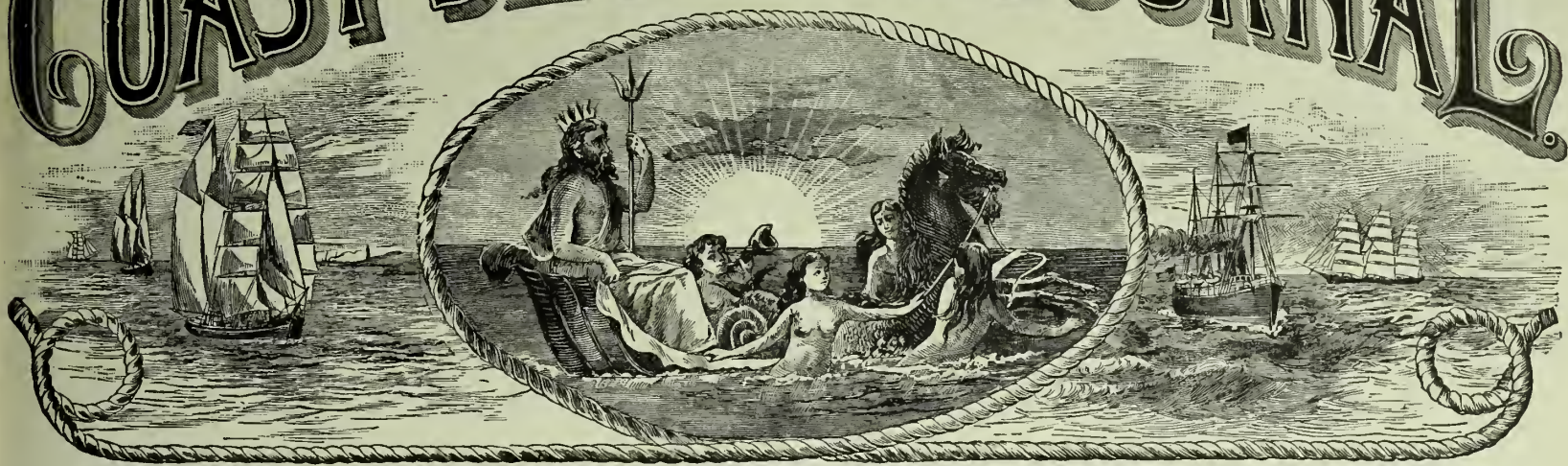
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 6.

SAN FRANCISCO, WEDNESDAY, OCTOBER 30, 1907.

Whole No. 1046.

BRITISH TRADE-UNION CONGRESS.

THE Fortieth Annual Congress of the Trade-Union of the United Kingdom was held at the Assembly Rooms, Bath, on Monday, September 2, and five following days. The Congress was presided over by the Chairman of the Parliamentary Committee, Mr. A. H. Gill, M. P., Secretary of the Bolton Provincial Operative Cotton Spinners' Association. The standing orders of the Congress provide that it shall consist only of representatives of trade-unions who are actually working at their trades at the time of their appointment, or are permanent paid officials of the unions they represent. Trade unions may send one delegate for every 2,000 members or fraction thereof, but many of the larger unions do not send the full number of delegates to which they are entitled. Voting on important questions is by card, on the principle of one vote for every 1,000 members represented. The analysis into groups of trades given below shows the composition of the Congress, and the trade groups represented are compared with the corresponding figures for the Congress of 1906:

the total membership of all trade-unions. The number of organizations represented this year was 8 more than in 1906, while the total membership was greater by 143,857. Most of the groups of trades showed an increase in membership, especially the textile group, the mining group, the railway and other transport group, and the miscellaneous group (which consists largely of shop assistants and clerks). In the miscellaneous group the increase is due to some extent to the establishment of new unions of women workers and of theatrical employees; while in the other groups mentioned the change was mainly due to increased membership of previously existing unions.

Among the principal industrial subjects on which the Congress passed resolutions were: Restriction of the hours of labor to eight per day for miners and work-people generally; Old Age pensions; amendment of the Mines Regulation Act, the Factory and Workshop Acts, the Shop Hours Act and the Cheap Trains Act; certificates of competency for persons in charge of steam engines and boilers; improved housing of the working classes; the wages and general conditions of labor of Government workers, and of workers employed by contractors for the Government; representation of trade-unions at Board of Trade and at coroners' inquests; the establishment of a legal minimum wage in selected trades; State help for blind workpeople; abolition of the premium bonus system; abolition of night work in bakeries; and free secondary education. A resolution in favor of compulsory arbitration in trade disputes was rejected by a majority of 660,000, and a resolution in favor of the introduction of a bill to secure the reference of all disputes to a Conciliation Board, with power to arrange settlements subject to the consent of both parties, was rejected by a majority of 85,000.

A resolution was adopted calling upon Parliament to apply the provisions of the Foreign Enlistment Act to British subjects who accept employment in Great Britain to serve as strike-breakers in foreign countries. The Foreign Enlistment Act makes it unlawful for British subjects to serve in the army of any foreign country. In another resolution the attention of the public is called to the unprincipled methods in vogue in the industrial depots operated by the Salvation Army.

The voting by Congress for members of the Parliamentary Committee for the ensuing year resulted in the election of representatives of the following organizations: Boilermakers and Iron and Steel Shipbuilders, Amalgamated Carpenters and Joiners, Cotton Spinners, National Dock Laborers, Amalgamated Engineers, Gasworkers and General Laborers, Amalgamated Brassworkers, Miners' Federation, London Compositors, Railway Servants, Northern Counties Weavers, Associated Shipwrights, Boot and Shoe Operatives, Cigarmakers, Musicians and Patternmakers. Mr. D. J. Shackleton, M. P. (Northern Counties Weavers), was appointed by the Parliamentary Committee as its Chairman for the ensuing year. It was decided that the next Annual Congress should be held at Nottingham.

The foregoing is reprinted from the Labor Gazette, official publication of the British Board of Trade. Concerning the action of the Trade

Union Congress in again defeating a proposal for compulsory arbitration, the following account of trade disputes during one month, from the same source, is interesting:

Twenty-seven new disputes began in August, 1907, as compared with 27 in July, 1907, and 28 in August, 1906. By the 27 disputes, 4,829 workpeople were directly and 3,587 indirectly affected, and these figures, when added to the number of workpeople affected by old disputes which began before August and were still in progress at the beginning of the month, give a total of 13,912 workpeople involved in trade disputes during August, 1907, compared with 23,776 in July, 1907, and 14,096 in August, 1906.

Of the 27 new disputes, 11 arose on demands for increased wages, 3 on objections to reductions in wages, and 2 on other wages questions, 5 on questions of the employment of particular classes or persons, 4 on questions of trade-union principle, and 2 on details of working arrangements.

Definite results were reported in the case of 18 new disputes, directly affecting 2,658 persons, and 14 old disputes, directly affecting 3,514 persons. Of these 32 new and old disputes, 13, directly involving 2,223 persons, were decided in favor of the workpeople; 12, directly involving 2,038 persons, were decided in favor of the employers; and 7, directly involving 1,911 persons, were compromised. In the case of 4 other disputes, directly involving 1,824 persons, work has been resumed pending further negotiations.

The aggregate duration in August of disputes that started or were settled in that month was 138,600 working days. In addition, 46,800 working days were lost during August owing to disputes which began before that month, and were still in progress at the end of the month. Thus the total duration in August of all disputes, new and old, was 185,400 working days, as compared with 288,600 in the previous month, and 109,100 in the corresponding month of 1906.

Touching the question of workmen's compensation for accidents, we quote from the Labor Gazette as follows:

The statistics respecting arbitrations in county courts under the Workmen's Compensation Acts in England and Wales show that in 553 cases of compensation to dependants in cases of fatal injury, the average amount awarded was £191. In cases of non-fatal accident a lump sum averaging £36 was awarded in 124 cases; a weekly amount averaging 11s. 6d. was awarded in 326 cases of total incapacity, and a weekly amount averaging 9s. 10d. in 175 cases of partial incapacity.

The statistics relating to cases in which memoranda recording agreements or awards by private arbitrators under the Workmen's Compensation Acts were registered in England and Wales show that the average of the awards to dependants in cases of fatal injury was £167, the average in cases of incapacity being £42 (lump sum), or 13s. 3d. (weekly payment). For mine workers the average was £68 (lump sum), or 13s. 9d. (weekly payment); for building operatives the amounts were £47, or 14s. 5d.; for agricultural workers, £16, or 9s. 4d.

Groups of Trades.	1906.			1907.		
	Organi- zations.	No. of Delegates.	Members.	Organi- zations.	No. of Delegates.	Members.
Building	9	23	133,950	9	23	133,714
Mining and Quarrying	12	100	446,431	11	111	476,279
Engineering	17	31	133,317	15	29	133,418
Shipbuilding (including Boat- er-making)	19	23	70,525	4	16	73,145
Other Metal Trades	13	36	61,093	19	38	68,975
Textiles	13	93	163,568	16	101	192,121
Clothing	8	25	55,506	8	23	49,901
Transport (Land and Sea) ..	15	48	137,092	17	53	164,111
Chemical, Gas and General Laborers	12	23	62,371	8	25	69,707
Printing, Bookbinding, &c. ..	17	21	53,714	13	21	53,774
Pottery and Glass	12	8	6,335	4	5	5,659
Woodworking and Furnish- ing, &c.	8	11	29,324	9	12	31,743
Baking and Clear-making ..	12	4	7,000	2	4	6,871
Engineers	14	15	25,048	12	16	31,163
Post Office Employees	7	7	50,032	4	10	53,774
Miscellaneous	15	21	54,795	22	34	79,603
Total	165	439	1,484,101	173	521	1,627,958

The number of organizations accounted for in the above statement is 173, but allowing for the number of distinct societies included in Federations, and sending delegates of their own, members of about 236 separate trade-unions attended Congress as delegates this year out of a total of 1,136 unions in existence. The membership represented, however, comprised over 80 per cent. of

SHANGHAIING A CRIMP.

I was certainly in a sorry plight on the particular November morning which I have in mind at this writing. A cold, piercing north-east wind vented its ire on everything and everybody out of doors, while its collaborator in the general scheme of atmospheric cussedness, a drizzling downpour of rain, took the starch out of things in a way which gave an air of bedraggledness to the landscape that had a most depressing effect on the spirits. I was wet to the skin, shivering with cold, hungry, penniless, and, to cap all, attired in a rig which unmistakably proclaimed me to the few "cullud gemmen" who were astir at that early hour as being of the genus "po' white trash," species hobo. I had just alighted from a freight train on the outskirts of Brunswick, Ga., and was debating with myself as to what I had better do next. A week before that I had run away in Savannah from one of the hardest "blue nose" packets it has ever been my misfortune to get shipped in. It goes without saying that I got away with nothing but what I stood up in at the time I made my escape from her. Your "blue nose" bucko can always be trusted to watch his flock sharp so long as there is any wool left on them to be shorn. I had purposely tarried on the road between the two ports so as to make quite sure that she had sailed before I got into Brunswick, for it was no uncommon thing in the South in those days for masters of vessels whose crews had run away to have them brought back in irons from some port a couple of hundred miles distant from the port in which the desertion had taken place. While on the road I had worked two days for a farmer, painting his barn, for which I had been paid at the rate of 50 cents a day and board. The dollar was soon spent, but as a reminder of the job I was bespattered from head to foot with yellow, green and white paint, looking very much as though I had burglarized a paintshop and gotten away with the goods.

But, to resume, I was too hungry and too chilled by my long ride on the freight train, to do any sustained thinking, and so, dominated by the instinct of the seaman, I began mechanically to wend my way toward the waterfront, unconsciously associating in my mind the satisfying of my hunger with the element on which I had during so many years earned my daily bread. Going down one of the side streets I noticed across the way a large swinging sign on which were painted the flags of the leading maritime nations. A gigantic shamrock, done in shimmering green, occupied an intermediary position, and beneath it, in large white letters, appeared the following legend:

SEAMEN'S PRIVATE BOARDINGHOUSE.
WELCOME!

J. T. GALLAGHER, Proprietor.

"Ah!" I said to myself, "what a nice looking spider's parlor that is, but I'll have to do the fly act or famish."

I walked over and knocked at the door. It was opened by a large, red-haired woman, fat and forty, who eyed me inquiringly.

"Are you Mrs. Gallagher?" I asked, politely, doffing my battered apology for a hat.

"Oi am," came the answer in a booming contralto voice, whose deep diapason made me feel devoutly thankful that I was not J. T. Gallagher. "Phwat d'yez want?"

I explained to her that I was a runaway sailor looking for a boardinghouse in which to

stay until I could procure another ship. While I was speaking she placed her arms akimbo and looked me over scornfully. When I had concluded she gave a loud snort and burst out:

"A sailor is it yez are? Shure yez looks more loike a painther than a sailor. Git out o' here ye dirty bum. It's the loikes av yez that come 'round here an ate dacint paiple out av house an' home, an' me with a fam'ly of children to shupport! Oi've a good moind to have yez arristed, ye impudent shpalpeen."

The smell of frying bacon came tantalizingly wafting through the open door, making me almost frantic, while the call of the frying pan was wrestling with my innards in a fashion that set my mouth watering. I put on my most engaging smile, determined to do or to die.

"Madam," I began, insinuatingly, in my suavest voice, "I assure you—"

"Arran g'wan now, ye smirkin' blackguard. Git, or Oi'll—"

The command to "git" was accompanied by an inchoate movement of the right arm as if about to reach behind the door for something, so I beat a rather undignified retreat, sadly reflecting that I had once more fully demonstrated the sorrowful fact that as a ladykiller I am distinctly a "never was."

A few minutes' walk brought me to the waterfront, where I arrived in a frame of mind not at all cheerful. The only shelter from the weather in sight was a long, low shed, beneath which was stored a quantity of kiln-dried lumber, and thither I went and sat me down to "ruminyte hon me hun'appy fyte," as "Cockney" Bob used to say. Looking up dejectedly after a while I saw on a nearly corner the familiar exterior of a saloon with, ye gods! the usual announcement, "Free Lunch All Day," conspicuously displayed in the window. From experience I knew, however, that it was yet too early for free lunch, or I would assuredly have gone in and made an onslaught on it, chancing a clubbing from the bartender afterward.

I was just on the point of turning my gaze away from that exasperating free lunch sign when the door of the saloon opened, and a tall and rather goodlooking chap stepped out on the sidewalk, where he stopped in an irresolute sort of way. Where had I seen that face before? Could it be—yes, it was Dutch Harry. There was the red, ugly scar over the left eye, near the temple, where I had once struck him with an iron belayingpin. It happened when we were shipmates in the ship Elbridge Lehman. I was night watchman of her in Antwerp. One night I caught Dutch Harry coming out of the cabin carrying a gunnybag on his shoulder half filled with stores, and making for the rail nearest the dock. When he found that he had been discovered he showed fight, and in the scuffle that ensued he drew a knife on me. In self-defense I jumped to the main fiferail, grabbed one of the two heavy iron belayingpins to which the topsail sheets were belayed at sea, and dealt him a stunning blow over the left temple that stretched him senseless on the deck.

Naturally I didn't expect much show of goodwill from him, even if he should deign to recognize me at all, which was more than doubtful. What was my astonishment then, when, as he caught sight of me, I saw him stride toward me with outstretched hand and a look of glad surprise on his face, and heard him exclaim:

"Hello, hello! Well, well! Where th'ell did you spring from?"

Then, noticing my bedraggled and forlorn appearance, he went on:

"Where in blazes have you been? in the river? Come an' have a drink."

Inwardly reproaching myself for having done him an injustice I followed him into the saloon. There, over the glasses, I told my little tale of woe as only a sailorman can tell such things to another sailorman.

"That's all right, old shipmate," said Dutch Harry cheerily; "I'll see you right, me boy. Come along with me an' have breakfast. I'll take you to a good house where you can stay's long's you like an' pick your own chance."

"That's good," I replied. "As I have no clothes I'd like to make a short voyage to the West Indies and back to some port south of Hatteras, so as to get a good bag of duds again before going on a longer voyage. Do you know of any such chance around here?"

"I have the very thing you are after," he said; "a nice little handy bark going from here to Demerara and back again. A regular home she is; watch an' watch blow high or low; feeds like a hotel; captain an' mate both religious; oh! she's a daisy, I tell you."

"You see," he added, confidentially, "I'm running for the house I'm taking you to, an' I'll do the best I can for you, me boy."

On hearing this all my old distrust of him returned. I could now understand his pretended friendliness. It was all in line with his other duties as a sailors' boardinghouse runner, and I made up my mind to keep my weather eye open for him after that.

As I noted the direction in which we walked I inquired of Dutch Harry who he was running for.

"Jim Gallagher," he replied; "as fair an' square a man to a sailor as there is anywhere. You can bet he won't let you go to sea short of anything. He went to Savannah last night with a crew for a bluenoser, but he'll be back here sometime this forenoon."

When I told him about the cavalier reception Mrs. Gallagher had accorded me half an hour earlier he laughed and said:

"Don't let that worry you. You know what women are; no head for business. If Gallagher had been around it wouldn't have happened. He can smell a sailor a mile to leeward."

By this time we had reached the house and I was duly introduced to Mrs. Gallagher by Dutch Harry as an old shipmate and "as good a sailorman as ever laid out on a yardarm." Explanations and apologies followed in due order, and in a few minutes I was busy putting away a breakfast that would have taxed the digestive powers of Paddy Eatabit.

"Yez are the on'y wan in the house now," explained my hostess; "so make yersilf at home."

I promised her that I would, and as I felt drowsy after having eaten breakfast I made a beeline for the bunkhouse out in the backyard, where I tumbled into a bunk and inside of a few minutes was sleeping sounder than Rip Van Winkle ever did in the whole of his twenty-year nap.

When I awoke the rain had ceased. Looking at the sky I could see the scud coming up from the westward, a sure sign of a brewing westerly wind with dry weather in its wake. What with this prospect and the refreshing sleep I had just had, my spirits rose like the

(Continued on Page 11.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

NELSON OF THE NAVY.

Admiral Walker, who is just dead, used to be called by his admirers in the Navy the "Nelson of the American Navy." There was this much of sense in the designation—that it expressed the belief that Walker had the ability and the pluck to win any sea fight against any enemy with any kind of a show, if he could have the show. However, this was mere admiration. Walker was more than an object of supposititious guessing; he was recognized as head and shoulders above any Navy Captain of his time. The good men believed this and sat at his feet. Among the good men we can count Robley Evans, Chadwick, Brownson, Stanton, the Rogerses—a lot of people of whom the Navy can be proud—while Dewey used to consult "old John" about Navy movements, and officers used to say that George would look into the glass and wonder what John would think of him now.

He was a fine old sailor and he was recognized as thorough. No personal friendship softened his manners to a delinquent. One day when he was sailing out from Hampton Roads with the international fleet that helped us celebrate the centennial of Washington's first inauguration his orders about weighing anchor were disobeyed by his dearest friend in the service, who was in command of one of the ships, and as the old Chicago, the flagship, passed the trembling culprit the navies of the world heard "his Whiskers" thundering out from the bridge objurgations and expressing wonder at his own moderation is not putting his old comrade under arrest. At another time, when the "white squadron" was sailing out of a Mediterranean bay, another old friend worked his ship so awkwardly that the Admiral—then nearly a "trade-dollar Admiral"—suspended him by signal in the face of the whole fleet. The punished Captain, coming aboard to protest against his public reprimand, puffed out, indignantly, "Why, sir, I never heard of such a thing." "Well," said John, pulling at his big side whiskers, "you've heard of it now."

He had been a good fighter in the war, and he had most to do in starting the new Navy. He was literally the brains of the outfit. He put his stamp upon the best men in the service when he was chief of the Bureau of Navigation. He was a despot, but a mighty intelligent one. "— him," said an officer who had to go to sea against his will, and who had pleaded in vain for some more shore service—"— him, the worst thing thing about him is that he's always right."—Harper's Weekly.

More wage claims have been filed against the passenger steamer *Flora*. First-Mate John Pender claims \$260 and coal-passer Roy Fraser \$6. Service along the Huron shore now is being given by the steamers *Thew* and *Douglass*.

For union-label products consult the JOURNAL's ad columns.

Demand the union label on all products.

GRASP THE JAPANESE NETTLE.

The official explanation of the anti-Japanese riots in British Columbia is nonsense. It may be true that "American labor unions" instigated the outbreak. But it does not follow that the attitude thus manifested is contrary to public sentiment. In fact, the reasonable conclusion is just the opposite.

The plain truth is that English speaking white men, whether their allegiance be to the Stars and Stripes or the Union Jack, do not care to have any large number of yellow men in any country where the white men have settled, made their homes and come to regard the land as their own.

They do not want too many yellow men about them. They will not live with yellow men.

This feeling of racial antagonism, prejudice or what you will, is not beautiful. To entertain it is inconsistent with certain humane sentiments and contrary to the spirit of religion. But, as we do not sell all we have and give to the poor, so we are not inclined to give way in our own country to those whom we do not like and who at home plainly dislike us.

Probably it would be more consistent with many ideals for the white men of the Pacific Coast to move out and leave the country to the poor of Asia, who need it, but they will not do it, neither will the rest of the nation ask them to.

In spite of all the preaching of a minority who are intellectually detached from the facts of life, the white men of the West will try to fight back the yellow horde.

Governments are instituted to deal with the facts that move majorities rather than with the sentiments of intellectual minorities. The longer the settlement of the Japanese question is delayed the more trouble it will cause because there will be more Japanese in America. The way to safety is firmly to grasp the nettle.

The men of this country are sure that they own it. So are the men of British America sure that they own that country. It is high time that the governments concerned faced their responsibility and quit playing with fire.—Chicago Inter Ocean.

JAPANESE BAR COOLIES.

The Kogoshima Railway Company has been ordered by the local authorities to discharge the Chinese coolies, hitherto employed in the construction of the railway, on the ground that the employment of Chinese laborers is a violation of the regulations relating to Chinese, as created at the time when Count Okuma was the Minister of Foreign Affairs. These Chinese coolies have appealed to the Chinese Consul at Nagasaki that they are suffering from the sudden discharge and consequently the Consul reported the fact to the Chinese Minister in Tokio, who has approached the Japanese Foreign Office. The *Asahi* says that as the Foreign Office is not associated with the affair the Chinese authorities will probably open negotiations with the railway company direct to demand the money required by the coolies to return home.

Fifty Chinese coolies arrived at Kobe by the steamer *Nagata Maru* from Tairen on September 1st, but were prohibited by the authorities from landing there. These Chinese laborers had been contracted to be employed for the Government Central Railway at the monthly wages of 15 yen, but their employment is recognized to be an infringement of the law, under which the Chinese coolies employed by the Kago-shima Railway Company were recently discharged. They will be also sent back home shortly.

The fifty Chinese coolies, who arrived in the Kobe harbor from Tairen on September 1st were allowed on the 2d to land in the sphere of mixed residences only. They put up at a Chinese inn, but were prohibited from going out of the building on the ground that their clothes were objectionable to the sight and, it was feared, might disturb the public peace. The company which contracted the employment of these Chinese for the Government Railway is chartering a steamer to send them back home.—Japan Gazette.

BATTLESHIP'S DRESS SUIT.

Few realize the number of flags carried by a war ship nor the cost of all the gay bunting which flutters from mast to mast at holiday time. In addition to fleet communication, necessary during maneuvers in home water, the ship must be equipped with an extensive array of flags stored on board for various forms of ceremonial and official occasions. This dress suit outfit of bunting consists of 250 different flags, the material and making of which cost just \$2500. Each ship is entitled to a new flag equipment every three years, though owing to their constant use a flagship will often require a new set of signals in about a year.

A great deal more time and labor is required to finish certain of these flags than is generally supposed. The President's flag requires the longest time of any to make, as it takes one woman nearly a whole month to complete it. The life-sized eagle with outstretched wings and other emblems are all hand sewed and involve the most patient work.

The most difficult to make are the foreign flags. This is especially true of the South and Central American ones. A half dozen specially skilled hand device sewers are continually kept on these flags. Every battleship carries forty-three foreign flags, twenty-five feet by thirteen feet wide. The most expensive ensign to make is the German, which, owing to the delicate scroll work of the large imperial eagle and royal crown necessitating delicate, slow and careful work, costs \$56.50. The dragon flag of China consists of 200 separate pieces. Twelve to fourteen days are ordinarily consumed in finishing this flag, which costs \$51.75. The flag of Siam with the huge white elephant costs \$38. The Mexican, with its center design of a large eagle holding a serpent in its bill, costs \$39.50. The cheapest foreign flag is the Moorish, which costs \$21.—Army and Navy Life.

Home News.

Led by the Illinois Athletic Club, all clubs and societies in Chicago, Ill., have begun a war of extermination upon the "tipping" evil.

The directors of the United States Express Company on October 15 declared a semi-annual dividend of \$3 per share, compared with \$2 for the same period last year.

Governor General Grey of Canada has unofficially announced that members of the British royal family will visit Canada in connection with the centenary of the landing of Champlain.

The Republican National Committee will meet in Washington, D. C., on December 6 and 7 for the purpose of deciding upon the place and time for holding the next Republican convention.

The report of the Commissioner of Pensions for the fiscal year ending June 30 shows that the number of pensioners in California was 26,448; amount paid them, \$3,558,648; Nevada, 1463; amount, \$55,612.

A fight between two Chinese in the Philadelphia Chinatown on October 18 developed into a riot, the rival tong societies taking sides. Pistols and knives were freely used in the crowded quarters.

The British steamers Indravelli and Den of Ruthven have been chartered to convey Japanese from the Hawaiian Islands. The former will sail in January for Vancouver and the latter in March for Brazil.

The Supreme Court of the United States began its October term on October 14. The calendar contains 481 cases, a considerably larger percentage of business than at the beginning of any previous term.

Immigration from Japan for September was 1294, being a decrease of 500 from last year. The total immigration from all countries for September was 98,694, being 3 per cent more than for 1906. Immigration for six months was 779,527.

That the abandoned farms in New York and New England eventually will be reclaimed and brought back to their primitive fruitfulness was the prophecy of James Wilson, Secretary of Agriculture, at a conference at Syracuse, N. Y., on October 23.

Attorney-General Ellis, of Ohio, is after the alleged plumbers' trust. On October 21 he filed in the County Court a quo warranto suit against twenty concerns doing plumbing business in several Ohio cities or making supplies for plumbers.

Dr. Walter R. Gillette, formerly Vice-President of the Mutual Life Insurance Company, who was convicted at New York on October 24 of perjury and remanded to the Tombs, has been denied bail in the Supreme Court pending motions of appeal.

The Nebraska State Railway Commission has issued an order limiting the Missouri Pacific passenger trains to a speed of twenty-five miles an hour, the fast freight trains to twenty miles and the heavy freight trains to fifteen miles an hour, owing to the dangerous condition of the roadbed.

On October 24 J. T. Henderson touched a gate at Sterling, Ill., which thereupon raised, permitting the water to flow through the Illinois-Mississippi Canal. This marked the completion of the work on the \$7,500,000 Government undertaking which was started by Henderson twenty-five years ago.

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Pacific Coast Marine.

The British steamer Queen Christina went ashore at Point St. George, Cal., during a fog on October 19, and it is feared will be a total loss.

United States District Judge Dole, at Honolulu, T. H., on October 19, awarded Henry Withoff, formerly first-mate of the barkentine Fullerton, \$17,500 damages for the loss of an arm.

The overdue German ship Louise, bound from Bremen and Geestemunde to San Francisco, arrived at Hobart, Tasmania, on October 25. The Louise was out 136 days and was quoted at 12 per cent for reinsurance.

It is announced that the Nippon Yusen Kaisha has decided to renew steamship service between Yokohama and Valparaiso. This service was formerly given by the Toyo Kisen Kaisha, but that company recently abandoned it.

A telegram from Rio Janeiro states that the new steam-schooner Olsen and Mahoney, which broke down on her way from Baltimore to San Francisco and put in to Rio Janeiro for repairs, is expected to sail again in a few days.

The overdue ship Dirigo, which had been out 142 days from Honolulu, bound for Delaware Breakwater, arrived at her destination on October 24. The Dirigo had been for some time on the overdue list, and was quoted for reinsurance at 10 per cent.

The Los Angeles (Cal.) Chamber of Commerce fortification committee has drawn up an appeal to Secretary of the Navy Metcalf, asking that steps be taken for the fortification of San Pedro harbor. A memorial setting forth the need of a heavy battery along the shore will be sent to Washington.

From information received at San Francisco on October 25 it appears that the Oriental liner Empress of China, which sank at her dock at Vancouver, B. C., on the 23d, has been raised and has suffered hardly any damage. There were only about 600 tons of flour on board when the steamer heeled over.

A telegram from Sydney, New South Wales, dated October 21 says that the French bark Pierre Antonine, bound from London for San Francisco and Puget Sound, was obliged to put into Sydney through stress of weather. The Pierre Antonine lost her sails and had her rigging damaged in a hurricane.

The barkentine Centennial, Captain Stindt, arrived at San Francisco on October 25, from Alitak, Alaska, with 44,600 cases of salmon for the Alaska Packers' Association. The Centennial occupied twenty days on the passage. Captain Stindt reports meeting with heavy weather off Alaska and togs all the way down the Coast.

Great anxiety is being felt among shipping men regarding the fate of the American ship Adolph Orlig, which left New York 203 days ago for San Francisco with a valuable cargo of general merchandise. Nothing has been heard of her since. Her rate for re-insurance has risen to 15 per cent. It is feared that the Adolph Orlig has been lost at sea.

The owners of fifteen of the steam-schooners on the Coast have expressed themselves as being dissatisfied with the present agency and other arrangements that at present exist for dealing with freight, and intend to make new arrangements, especially as regard the San Pedro trade. A definite announcement is expected in the course of a few days.

A telegram from Coos Bay conveys the information that the tug Columbia returned to that port on October 25 from the schooner Novelty, which was previously reported ashore on the beach near Umpqua River. The Novelty is high and dry on the beach and will become a total loss. The tug did not attempt to tow the schooner off.

The Redstack tug Sea Rover sailed from San Francisco for Coos Bay, Or., on October 22, to bring down the steam-schooner Bowden. The Bowden was recently launched and is the latest addition to the steam-schooner fleet on the Coast. She goes into the trade immediately and will carry lumber. She belongs to Captain Tibbitts of San Francisco.

It has been decided not to cut the steamer Spokane in two, as was intended with a view to lengthening her. The Pacific Coast liner will run one more trip up North before relieving the Po-

mona. When the Spokane returns from Seattle she will take the place of the Pomona in the Eureka trade for two trips. The Pomona will go into dock for repair.

The Nippon Yusen Kaisha liner, Aki Maru, at Seattle, Wash., from Japan, brings confirmation of the story that the Nippon Yusen Kaisha will put a line of twelve steamers between the Pacific Coast and Europe. The boats will be operated in opposition to the Kosmos liners. The vessels will touch at the principal South American ports, San Francisco, Victoria, B. C., and Seattle.

The contract for overhauling the steamer Indiana has been awarded to the Moore & Scott Iron Works, of San Francisco. The Indiana, of San Francisco, formerly belonged to the Barneson-Hibberd Company, but is now the property of the Pacific Mail Company. The repairs to the Indiana will occupy two months and a large staff of workmen will be engaged.

The final touches for preparing the steamer Acapulco for further usefulness on the Panama route were given at Hunter's Point drydock on October 26, when, after an examination of her hull to ascertain whether she had sustained injury when she sank on August 26 at the old Mail dock, she was cleaned and painted. It was ascertained that the hull of the Acapulco was uninjured.

The engineers of the Oceanic liner Mariposa, whose licenses were revoked by the Local Inspectors at San Francisco on October 22, for negligence of duty aboard that vessel when she broke down at sea two weeks previously, will appeal to Captain John Birmingham, the Supervising Inspector. The engineers claim that the penalty is too severe and that there was not sufficient cause to warrant it.

The visit of E. O. Faulkner, the Santa Fe's tie expert, to Honolulu in search of tie timber has raised a rumor there that the Santa Fe people are negotiating with the Oceanic Steamship Company for the purchase of the steamers Sierra, Sonoma and Ventura. At the Santa Fe offices in San Francisco the report is denied, although it is admitted that such action might be taken if it was found that a large supply of railroad ties could be obtained in Hawaii.

Following is the reinsurance list as posted at San Francisco on October 25: Thomasina, 177 days from Port Erie for Falmouth, 6 per cent; Silberhorn, 185 days from Newcastle, Australia, for Pisagua, 60 per cent; Arthur Sewell, 206 days from New York for Seattle, 21 per cent; Adolph Orlig, 199 days from New York for San Francisco, 10 per cent; Glenogil, 170 days from Liverpool for San Diego, 10 per cent; Lauriston, 127 days from Tumbry Bay for Falmouth, 6 per cent.

The United States Local Board of Inspectors, at San Francisco, in a decision on October 22, fixing the responsibility for the break-down of the Oceanic liner Mariposa at sea, revoked the license of R. M. Grundell, chief-engineer, for the unexpired time of its issuance; suspended the license of William Holland, first-assistent-engineer, for a period of six months, and revoked the licenses of D. Gardner, second-assistent-engineer, and W. V. Sackett, third-assistent-engineer, for the unexpired time of their issuance.

Bloom Brothers have filed a suit in libel against the Pacific liner Acapulco in the United States District Court at San Francisco to recover damages to goods ruined by water when the Acapulco sank at her dock on August 26 last. Bloom Brothers delivered to the ship 200 gunnies of flour, 3 packages of candy, 7 cases of fruit and 2 cases of oysters, valued at \$1125. The goods were to be shipped to San Salvador. Bloom Brothers paid freight on the flour, amounting to \$105, which they claim has never been refunded. They seek to recover damages to the extent of \$1230 and costs.

Delayed in loading the biggest cargo which has ever been consigned from San Francisco to Australia, the British steamer Aeon, of the Australian mail and cargo line, sailed on October 27. The Aeon loaded 1,000,000 feet of lumber in Seattle before she started loading her San Francisco cargo for Sydney and Auckland. She has now on board 1,500,000 feet of lumber and 4000 tons of additional freight, including nine carloads of mining machinery from Denver, a tremendous quantity of salmon from the northern fishing stations and forty-one tons of mail matter. Although the Aeon is taking a record cargo, she left hundreds of tons of goods behind, which will be picked up by the Quito when she sails on November 22.

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F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

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One year, by mail, - \$2.00 | Six months, - - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 30, 1907.

LEGAL-AIDERS EXPOSED.

Several weeks ago the JOURNAL referred to the charge aimed at the Sailors' Union of the Pacific by President Von Briesen, of the Legal Aid Society, of New York City, which charge amounted to an accusation of collusion between the Sailors' Union and the crimps on the Pacific Coast. Such a charge would ordinarily be entitled to nothing more at our hands than that silence which speaks contempt. But the Legal Aid Society, not content to disparage the Sailors' Union, proceeded to arrogate to itself credit for entire devotion to the seamen's interests, more at our hands than that silence which was duly administered in these columns. In the interim the seamen of the Atlantic Coast have been reflecting upon the facts concerning the work of the Legal Aid Society. The JOURNAL is in receipt of certain correspondence on the subject, which is herewith reproduced, as follows:

Editor Coast Seamen's Journal:

I notice in the issue of September 25 an editorial on the Legal Aid Society of New York, and also its accusations against the Sailors' Union of the Pacific, so, for your further information, I herewith inclose a copy of the proceedings of a City Court of the City of New York, in a case in which the complainant, a seaman, first applied to the Legal Aid Society for assistance, and was refused. The Atlantic Coast Seamen's Union, then placing the matter in the hands of its attorney, Mr. Hardy, found upon going into court, that the Legal Aid Society (Branch for Seamen), was representing the officer accused and later convicted for a brutal assault upon the seaman. The records of the court tell the story better than I can, and how much the seamen of the Atlantic Coast benefit by this Society.

Fraternally yours,

WM. H. FRAZIER,
Secretary Atlantic Coast Seamen's Union
Boston, Mass., October 18, 1907.

CITY COURT OF THE CITY OF NEW YORK.

OSCAR HELSTEN, Plaintiff,
against
JOHN WILLIAMS, first officer of the Schooner "Mary L. Crosby," Defendant.

Statement of Proceedings in Case.

This was an action brought in the above Court for an assault, and for an assault and battery committed upon the person of the plaintiff by the defendant, on the high seas. The action was begun in the above Court under its jurisdiction as a Marine Court, December 1st, 1903. On December 2nd, 1903, the defendant was arrested by the Sheriff of the County of New York and brought before the Court for pleading. He was

admitted to bail in the sum of five hundred (\$500) dollars by Mr. Justice Conlon, and the trial set for the 7th day of December, 1903. On the said day the case was tried before Mr. Justice Conlon and a jury, and the jury disagreed. On the 8th day of December, 1903, the case was again tried, before Mr. Justice O'Dwyer and a jury, and a verdict rendered in favor of the plaintiff and against the defendant for two hundred (\$200) dollars, together with costs amounting to one hundred and thirty-five and 30-100 (\$135.30) dollars. On December 9th, 1903, a judgment for three hundred and thirty-five and 30-100 (\$335.30) dollars was duly entered.

Thereafter an execution against the property of the defendant was issued by the Sheriff and returned unsatisfied. Thereafter, and on or about the 8th day of March, 1904, an execution against the person of the defendant was issued and served and the defendant was confined in Ludlow street jail under such execution for a period of three months.

The defendant was represented throughout the entire proceedings by the Legal Aid Society of the City of New York (Branch for Seamen), the attorney of record in the action being Rosalie Loew Whitney, who was at that time the attorney for the Legal Aid Society. Arthur V. Briesen, Esq., of 49 Wall Street, was at that time the President of the said Society and the attorneys in charge of the Branch for Seamen were Franklin Grier, Esq., and Richard D. Currier, Esq. The above case was conducted by Mr. Currier.

Dated, October 14th, 1907.

ROY M. HARDY,
Attorney for Plaintiff.

The foregoing speaks for itself, and is the strongest possible refutation of the pretensions of the Legal Aid Society as the guardian angel of the seamen. It appears that that body would do well to confine its claims within the limits of "business," to admit, in short, that it is in business to afford legal aid to whichever side has the best case—and the most money.

COMPULSORY ARBITRATION.

The idea of compulsory arbitration may be considered a "dead one" in British labor circles. As usual, that idea was brought forward in the recent British Trade-Union Congress, with the usual result. The figures given in the report of that body, as reprinted on page 1 of this issue, show that the proposal was rejected by a majority of 660,000 votes. That is to say, the vote in favor of compulsory arbitration was 153,979, in a total of 1,627,958. Stated in its briefest terms, the idea of compulsory arbitration was defeated more than ten to one. A similar result has befallen the same plan in previous conventions of the same body. In the convention of 1906 compulsory arbitration was defeated by a majority of 92,000; in the convention of 1905 the majority against was 486,000. The comparatively small vote against the plan in 1906 was due to a compromised, or rather complicated, proposition, thus leading many organizations to vote for compulsory arbitration, with the distinct understanding that it should not be applied to themselves. Whenever the proposition of compulsory arbitration has been placed squarely before the British trade-unionists, it has been overwhelmingly defeated.

Taking into consideration the developments in those localities in which compulsory arbitration has been put into actual practice, the results are, if possible, more decisively prejudicial to that plan. Allowing for the natural indisposition of the compulsory arbitrationist to admit the failure of his panacea for the prevention of industrial disputes, the facts in the case of Australia and New Zealand clearly indicate, and indeed prove, a state of extreme disappointment and dissatisfaction with that plan. The widespread discussion of proposals to amend the Arbitration laws, and in some instances to abolish them, forecasts the ulti-

mate abandonment of the system and a return to the more practical, if more primitive, method of securing results. A review of the whole situation in this respect justifies the statement that the compulsory arbitration propaganda is distinctly on the wane. Nowadays no one in labor circles mentions the subject but to flout it. Of course, there is an exception to this rule, as to all others—an exception that proves the rule. For instance, our contemporary Progress, of Buffalo, N. Y., suggests the substitution of compulsory arbitration for the trade agreement now so common and so efficacious in the relations between employer and employe. Our contemporary says: "The practical and sensible thing to do is to follow the example of the wise solons of New Zealand and prevail upon Congress to enact a Compulsory Arbitration law, enforce it, and the country will then have industrial peace in fact and not in theory." Talking about New Zealand reminds us of a news item, appearing in the "World's Workers" column of this issue of the JOURNAL, to the effect that certain slaughtermen in New Zealand were recently fined for striking in violation of an arbitration award. "A lot more of them would have been fined, but they went out of reach of the court." In other words, the striking slaughtermen were forced to flee the country in order to escape the penalty of their offense (?). Any system that makes fugitives of men whose sole offense is a refusal to work under conditions disagreeable to them is repugnant to every conception of liberty, and needs but to be exposed to be incontinently rejected. The strongest argument against compulsory arbitration is precisely that presented by the "wise solons of New Zealand." We feel certain that our contemporary, Progress, and all other compulsory arbitrationists will agree with us as soon as they have learned something about the real workings of that plan.

Seattle (Wash.), October 13.—Six marine firemen attempted to desert the Norwegian steamship Admiral Booreson while the boat was coaling for a trip to Taku, China, with 3,300,000 feet of rough lumber for railroad construction. The marine firemen were beaten back aboard the steamship by the first mate and held below deck until the Booreson sailed to-night.

While the Booreson was in San Francisco two of her firemen deserted, and at Portland the entire stoke-hole crew quit the ship. A new force of firemen was signed at Portland, and six of these men tried to get away to-day.—Press Dispatch.

Here we have an example of the conditions prevailing under the flags of foreign nations. These conditions are strongly reminiscent of "slavery days." Fortunately such conduct as that of the Norwegian bucko in the case here noted is by no means as common as it once was. For this change the seamen's unions are mainly responsible. The good work thus begun and carried on successfully will be continued until the last vestige of involuntary servitude is destroyed; until the seaman, no matter what flag he sails under, will be assured against the violation of his person in every port of the United States.

The best form of opposition to Asiatic labor is that which is aimed at the products of said labor. Demand the union labels of those crafts which come into direct competition with Chinese and Japs, such as the Cigar-makers and Garment Workers.

Do your shopping before 6 p. m. on week days and before 10 p. m. on Saturdays and the evenings preceding holidays.

A. F. of L. ON INJUNCTIONS.

The American Federation of Labor has issued a notice to its affiliated bodies, urging that action be taken to oppose all candidates for legislative and judicial offices whose record on the injunction question is unsound. The notice is as follows:

AMERICAN FEDERATION OF LABOR.

Washington D. C., October 12, 1907.

To All Organized Labor, Greeting:

All thinking men inclined to fairness and justice realize the abuse of the injunction process as administered by judges in courts, and this, too, of the municipal, State, as well as the Federal courts. All labor has been compelled to give this subject its deepest consideration and concern.

The Conventions of the American Federation of Labor have frequently dealt with this subject and sought relief. The last Convention of the A. F. of L., held at Minneapolis, Minn., unanimously adopted the following:

"There is no tendency so dangerous to personal liberty, so destructive of free institutions and of a republican form of government as the present misuse and extension of the equity power through usurpation by the judiciary; and we therefore urge the speedy enactment of the Pearre (Anti-Injunction) bill into law, and we further recommend that candidates for legislative or judicial positions be carefully investigated as to their past acts and interrogated as to their position on this matter before they be given any support, and that those, who from their actions or their expressions are deemed unsound, be, regardless of any other question, repudiated."

In view of elections being held in several parts of our country for both legislative and judicial offices, it is submitted that it is the duty of our fellow workers to take the initiative and necessary action as will carry the purpose of this unanimous expression of organized labor into effect.

Inclosed you will find copy of the Pearre bill upon which candidates for judicial or legislative office should be pledged, repudiated or opposed.

Sincerely hoping that prompt and effective action in the interest of labor and justice to all may be taken, we are,

Fraternally yours,

SAMUEL GOMPERS, President.

Attest:

Frank Morrison, Secretary; James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; Max Morris, Fourth Vice-President; D. A. Hayes, Fifth Vice-President; Daniel J. Keefe, Sixth Vice-President; Wm. D. Huber, Seventh Vice-President; Jos. F. Valentine, Eighth Vice-President; John B. Lennon, Treasurer, Executive Council, American Federation of Labor.

By order of the Minneapolis Convention of the A. F. of L.

A BILL

To regulate the issuance of restraining orders and injunctions and procedure thereon and to limit the meaning of "conspiracy" in certain cases.

Be it enacted, etc., That no restraining order or injunction shall be granted by any court of the State of , or a judge or the judges thereof, in any case between an employer and an employe, or between employers and employes, or between employes, or between persons employed to labor and persons seeking employment

as laborers, or between persons seeking employment as laborers, or involving or growing out of a dispute concerning terms or conditions of employment, unless necessary to prevent irreparable injury to property or to a property right of the party making the application, for which injury there is no adequate remedy at law, and such property or property right must be particularly described in the application, which must be in writing and sworn to by the applicant or by his, her, or its agent or attorney. And for the purposes of this Act no right to continue the relation of employer and employe or to assume or create such relation with any particular person or persons, or at all, or to carry on business of any particular kind, or at any particular place, or at all, shall be construed, held, considered, or treated as property or as constituting a property right.

Sec. 2. That in cases arising in the courts of the State of , or coming before said courts, or before any judge or the judges thereof, no agreement between two or more persons concerning the terms or conditions of employment of labor, or the assumption or creation or termination of any relation between employer and employe, or concerning any act or thing to be done or not to be done with reference to or involving or growing out of a labor dispute shall constitute a conspiracy or other criminal offense or be punished or prosecuted as such unless the act or thing agreed to be done or not to be done would be unlawful if done by a single individual, nor shall the entering into or the carrying out of any such agreement be restrained or enjoined unless such act or thing agreed to be done would be subject to be restrained or enjoined under the provisions, limitations, and definition, contained in the first section of this Act.

Sec. 3. That all Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed.

Seamen should make it a point of honor, as seamen, as trade-unionists and as men, to demand the union label of the United Garment Workers of America when purchasing suits, oilskins, overalls and other articles of clothing. Such action will greatly aid the men and women employed in the clothing industry to maintain decent conditions, and to drive the Chinese and sweatshop products from the market. Seamen, help those of your own kind and color!

When purchasing smoking material—tobacco, cigars, etc., see that the union label is on the goods. For fac-similes of labels (originals printed in blue) see JOURNAL's ad columns.

For fair products of all kinds, consult the JOURNAL's ad columns.

The steel steamer John W. Moore, which was sunk in a collision with the steamer Queen City in the Detroit River recently, is said to be a total loss. The wrecked boat has been abandoned to the underwriters, who are represented by Worthington & Sill of Buffalo. The Moore was owned by F. M. Osborne, of Cleveland, and she is loaded with coal. The wreck is in thirty-three feet of water, and the divers who examined her say that her keel from the stern is pushed back under the pilot house. The Moore was built by the Craig Shipbuilding Company, of Toledo, in 1890. She is 246 feet keel and 40 feet beam.

FOUND.

A silver case watch in the Sailors' Union Hall at San Francisco. Apply to Secretary.

DIED.

Carl A. Hermanson, No. 1371, a native of Finland, aged 29, died at Silver City, Idaho, Oct. 22, 1907.

Johan Peter Adolf Jensen, No. 1733, a native of Denmark, aged 23, died at Seattle, Wash., on Oct. 20, 1907.

Allen B. Ogle, No. 866, a native of Pennsylvania, aged 59, died at Seattle, Wash., on Oct. 21, 1907.

Fred Fredriksen, No. 287, a native of Norway, aged 30, died at Fort Stanton, N. M., on Oct. 19, 1907.

Hilmar Julius Ilansen, No. 1499, a native of Norway, aged 28, died at Fort Stanton, N. M., on Oct. 19, 1907.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Oct. 28, 1907.

Regular weekly meeting was called to order at 7:30 p. m., A. Scaman presiding. Secretary reported shipping dull. Leave of absence was given to Ed. Andersen, A. Furuseth and W. Macarthur, who will leave on November 4, for the convention of the American Federation of Labor, at Norfolk, Va. E. Ellison was elected Secretary pro tem. John Tonnesen was elected Assistant Secretary pro tem. P. Scharrenberg was elected Treasurer pro tem. Voting for delegates to the convention of the International Seamen's Union of America was proceeded with.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Oct. 21, 1907.

Shipping good; prospects fair; men scarce.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Oct. 21, 1907.

Shipping dull.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 21, 1907.

No meeting; no quorum; shipping and prospects fair.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Oct. 21, 1907.

Shipping medium; prospects fair.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Oct. 21, 1907.

Shipping medium.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 20, 1907.

No meeting; no quorum; shipping fair; prospects uncertain; men scarce.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 21, 1907.

Shipping and prospects fair.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Oct. 14, 1907.

Shipping slack; prospects better.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 24, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping quiet, plenty of men ashore. Voting for delegates to the convention was proceeded with. The Shipwreck Benefit was ordered paid to Nick Udfolk, wrecked on the "Rita Newman."

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Oct. 17, 1907.

Shipping fair.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Oct. 17, 1907.

No meeting; shipping good; few men ashore.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Oct. 21, 1907.

Shipping fair during week. Nominations were made for delegates to the International Convention.

WM. PENJE, Secretary.

143 West Madison St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Oct. 17, 1907.

Situation fair.

DANIEL SULLIVAN, Secretary.

15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Oct. 22, 1907.

Shipping slack.

H. P. GRIFFIN, Secretary.

42 South St.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



WRECK OF THE CYPRUS.

C. J. Pitz, the surviving second mate of the steamer Cyprus, which was lost on Lake Superior recently, has returned to Cleveland. In his statement to the attorneys of the Lackawanna Steamship Company Pitz said that the Cyprus turned turtle after shipping some water, which shifted her cargo, causing her to list. She was laboring along in the trough of the sea with waves washing over her when Pitz was called from his bunk late in the afternoon. Her hatches were fastened with patent hatch fasteners, but no tarpaulins were used.

On noticing the condition of the boat, Pitz said, he suggested to the first-mate that the boat be either put before the wind or headed into it, but this was not done and shortly afterward she was headed for the beach. The wind and sea increased and gradually the vessel listed until she finally turned turtle and went down.

A Duluth dispatch contained the following relative to the wreck:

"Captain Joseph Kidd has returned from Deer Park, where he went to inquire into the foundering of the Cyprus and to ascertain whether anything was possible to be done toward locating the wreck. He said that in addition to the bodies a quantity of wreckage, including the interior fittings of her cabins, had come ashore. In regard to the absence of tarpaulins to batten down her hatches, it was said that none were furnished to the Cyprus; that the new style hatch covers were considered to be quite watertight and that there was nothing on many of the new boats to which a tarpaulin could be attached.

"The case of the Jones was quoted as to patent hatches. Two years ago her cargo shifted in a heavy gale while near the Apostle Islands and she made Ashland, where she was trimmed and put in shape. Her captain sent a letter to the makers of the Mulholland hatch, with which she was fitted, praising it, but all the same he told his brother skippers that he shipped so much water that his ship became almost unmanageable."

ONTARIO PURCHASES LURLINE.

It was learned recently that the Ontario Government has purchased for \$10,000 the private yacht Lurline from T. Harrington Walker, of Walkerville, Ont., and that the boat will be used in the fishery protection service, Captain Forrest, of Walkerville, will command the vessel.

The Lurline was built in 1888 at a cost of \$20,000 and is well known in the Detroit River, where she runs every day in the summer season, usually going back and forth between Peche Island and Detroit and Walkerville. She carries a crew of five to six men. The Vigilant has heretofore guarded the interests of the Canadians on Lake Erie, and it is not known whether it is intended to reinforce her or to use the Lurline elsewhere.

The Josiah G. Munroe, building for the Frontin Steamship Company, was launched at Ecorse on October 19. She is 552 feet over all, 56 feet beam and 32 feet deep.

DEVELOPMENT AT DULUTH.

Duluth, Oct. 16.—"We have under consideration enlargements of our dock system and improvements in the facilities for handling coal at the head of the Lakes that will call for approximately \$1,000,000 outlay. We are inspecting our properties here in a general way, and with special reference to these proposed improvements. Final decision will be made by our company after our return to the East. It is expected that early action will be taken in this matter."

The foregoing is, in brief, the substance of an interview with M. H. Taylor, President of the Pittsburgh Coal Company, largest in the world, that has six docks at the head of the Lakes, two in Duluth and four in Superior. Mr. Taylor and other officials of the coal company are guests at the Kitchi Gamni Club and will spend several days at the head of the Lakes.

"We aim to be in a position to afford the greatest possible dispatch for boats," said Mr. Taylor. "To accomplish this we must have ample and the most efficient equipment to be obtained. Time is money in the coal business as in all other lines of endeavor.

"Generally speaking, the facilities for handling freight at Duluth-Superior are unequaled anywhere. The head of the Lakes is a great gateway for commerce and coal always be one of the great items of business. Our company fully realizes the fact that the commerce here will develop rapidly in the future as in the past, and we expect to keep pace with modern facilities for handling coal."

TO FLOAT THE GALATEA.

The wrecking steamer Favorite having abandoned for the time being the task of releasing the stranded schooner Galatea, ashore at Grand Marais, Captain W. C. Davidson, a tugman at that port, has offered to float the craft for \$600. His proposition is under consideration. It was not until she had tried for two months to get the vessel off the beach that the Favorite gave up the work for the winter.

The Galatea lies in sand, and almost as fast as channels were dredged up to her they would be filled again by the slightest sea from any quarter. However, in spite of this hardship, the schooner has been moved Lakeward some seventy-five feet. But the fall gales commencing, the prospects of floating the vessel this year became dubious and all operations were suspended until spring. In the meantime Captain Davidson has submitted his proposition and expresses confidence that by a method he has in mind, one somewhat different from that given a trial, he could accomplish the release of the vessel before the close of the present season.

The steamer Wm. A. Hawgood, building for the Atlas Steamship Company, was launched at South Chicago yards on October 19. The Hawgood is 552 feet over all, 532 feet keel, 56 feet beam and 31 feet deep. She will have triple expansion engines and Scotch boilers. The new vessel, which will go into commission on November 2, will be operated by W. A. Hawgood & Co.

OLD TIMERS ON LAKES.

Cornelius Gilmore, an old time Lake mariner, while in a reminiscent mood, told recently of the old days when full rigged schooners were the pride of our merchant marine. After gazing out of the dock office window to watch the big steamer D. R. Hanna load about 12,000 tons of coal, he said:

"I was in the sloop Peoria, in 1856, with Captain William Wells, when we came through the Soo with about 375 tons of ore, which broke the cargo record by a big might. It took us four and one-half days to load at Marquette. We unloaded in the old river bed in Cleveland in five days. All old timers remember the wooden buckets, hoisted by horse power.

"We got \$7 a ton for that cargo.

"In 1857 I was on the Mary Elizabeth Perew. She carried about 475 tons and about 14,000 bushels of grain. I remember distinctly of our laying in Milwaukee for three weeks because we could not get more than thirteen cents a bushel for wheat to Cleveland. Our skipper finally took a load from Chicago to Cleveland for seventeen cents.

"A sailor had to be one in those days. During the three last trips in the fall we received \$5 a day, but like true sailors, we spent it."

SHIPPING OF DULUTH.

Duluth claims to be the greatest shipping port in the world, greater than London, Liverpool, or any other than New York. The total freight handled by water during the year 1906, at Duluth, Superior and the subport of Two Harbors, which is included within the Duluth district, the United States Bureau of Statistics reports was 37,376,213 tons, while the total tonnage of London for 1905 has been given as 33,478,158; Liverpool, 24,365,519; Hongkong, 22,653,616; Hamburg, 20,762,000, and Antwerp, 19,675,660.

The tonnage of New York for 1906 was 30,314,062; that of Chicago was 14,740,115.

It should be said, however, that 80 or 85 per cent of the freight handled at Duluth is raw material, iron ore, wheat and coal, which is carried in vast quantities by a large fleet of vessels.

The value of the freight shipped from and received at Duluth last year was more than \$250,000,000, and every ounce of it was a contribution to the wealth of the world.

Surfmen Warren Whitman and Emery Herbert have resigned from the Middle Island Life-Saving station. This is the third resignation from this station this season. The Life-Saving and Lighthouse Keeping services are in need of men at the present time. The wages in all the other branches of the work have been advanced with the higher rate of living, but in these two they have remained the same. In the case of the Lighthouse service, the scale of wages was set twenty years ago and has not been advanced since, hence the shortage of men.

NOTICE TO MASTERS.

The United States Lake Survey steamer General Williams, which is engaged in sweeping the west end of Lake Erie, reports the relocation of the schooner Magnet, lying three miles N. E. by E. $\frac{1}{2}$ E. (true bearing) from Middle Sister island.

Sweep wires stretched twenty-six feet below water surface, at present stage, passed over the wreck without striking. The least depth found was 27.5 feet. The water over the wreck is therefore good and the vessel track clear.

The Lake Survey sweeping operations of this season, both in Lake Erie and Lake Huron, have shown that the wrecks of many years ago, even where they were leveled for the twelve or fourteen-foot drafts of the early days, are still obstructions dangerous to twenty-foot navigation.

It is the purpose of the Lake Survey to sweep over all the wrecks of the Lakes, where they lie in depths likely to make them dangerous, in order to safeguard vessels from disaster by leveling these obstructions for future drafts.

MARINE ITEMS.

A total of 590,947 tons of anthracite was received at Milwaukee up to October 1.

The car-ferry Ann Arbor No. 1, recently condemned by the United States Inspectors, will be rebuilt.

In the month of September 254 boats arrived at Detroit docks from Canada and 237 cleared for Canadian ports.

Physicians all along the Lakes will inspect boats on which typhoid fever cases have developed within the season.

The steamer Lake Shore, which sank the steamer Pabst at Port Huron recently, has gone to the Lorain shipyard for repairs.

The crew of the sunken steamer John W. Moore were given new suits of clothing and their wages in full before leaving Detroit.

Fourteen members of the Lake Seamen's Union now are receiving treatment in the Detroit Marine Hospital. This is the greatest number from that organization in the present season.

The steamer F. B. Wells, which was damaged by running onto her own anchor while entering Ashtabula, left that port on October 18 for Lorain, to go into drydock. The anchor is still on the bottom of the Lake in the path of incoming boats.

Captain Harris W. Baker, of Detroit, has been awarded the contract for raising the sunken steamer Case at Amherstburg. He will start to work at once, and he hopes to have the vessel up in a few days. Wrecker Baker will get about \$2,500 for the job.

The steamer Adriatic, the fifth of the fleet built at the Lorain yards for the Lackawanna Steamship Company, was launched on Saturday, October 19. She is a sister-ship of the lost steamer Cyprus, and is 440 feet long, 52 feet beam and 31 feet deep.

STURGEON BAY CANAL.

The working of deepening the Sturgeon Bay Canal to twenty-one feet is about completed. It has been carried on by Uncle Sam for several years, and cost hundreds of thousands of dollars. The canal, which connects Lake Michigan with Green Bay, is now navigable by the largest Lake traffic. The deepening of the canal is an important event to the commercial interests of the western shore of Green Bay. In fact, it is second in importance only to the digging of the canal. All across and down the Lake traffic to and from Green Bay, Menominee and Marinette, is through the canal.

Demand the union label on all products.

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

William Smith is requested to write to his sister, Mrs. Lot. Beeks, at Mannsville, N. Y. Important!

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
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EDUCATION IN GERMANY.

The important task of spreading wholesome literature and useful knowledge is, as a matter of fact, not sufficiently performed by the splendid libraries for which men like Mr. Carnegie are never tired of providing the funds. With all due appreciation for the generous gifts offered in our days by the wealthy classes of the old and new world, we may point out that these libraries are naturally confined to the larger towns and the universities. The real want of the first means of self-education is, however, not felt in these places, but in the villages and the open country. Here help can not be brought by some magnificent foundations, but by the patient, unpretentious and indefatigable work of generations. It is this kind of work for which the Society for Spreading Popular Knowledge has been organized in Germany.

Its founder was the late member of Parliament, Herr Heinrich Rickert, and it is now presided over by Prince Heinrich Schoenaich-Carolath, a poet of some distinction. This society has taken up the programme of bringing appropriate literary treasures of the whole world within the reach of the population in the villages and smallest towns. For this purpose it uses either already existing little libraries of elementary schools and village clubs or founds libraries of its own. Thus, in 1906, altogether 421 new village libraries, with 22,147 volumes, were started, while 4881 already existing libraries were presented with 96,302 volumes.

Most important for its purpose is the plan of lending a collection of books to a village for a year only, until all persons living there may have had a chance of reading the offered books of their liking; then the whole set is brought to another village, while a new collection takes its place. This traveling collection interchanged between many villages consists of 80,000 volumes; so that there is variety enough for a lifetime. It consists of novels, poetic literature and fiction exclusively.

As a new venture another traveling library composed of popular works on science was set moving in 1906, and it was found out, that at least in the larger villages and small towns there is a sufficient demand for scientific literature to be highly satisfied with the result. Many towns that are sufficiently provided for with a circulating library for works of fiction, apply for the lending of the traveling scientific library, as their means do not allow them to include this branch of literature in the purchases of their own library. For the sake of children the society has adopted the plan of arranging a small exhibition of children's and juvenile literature in the villages. Great care is taken to include only wholesome books at reasonable prices.

Moreover, the society arranges public lectures and literary entertainments even in the remotest villages. Lately it has taken up the publication of little pamphlets treating of practical questions. The first installment was a treatise, "How to preserve good health and the power of making one's living," by Professor Kalle and Dr. Schellenberg. Up to now 80,000 copies have been distributed in the open country. In the list of contributors toward the expenses of this society we find also the name of the German Emperor.

Other associations of a similar kind try to use the organization of the German book trade for selling good reading at the lowest possible prices. Quite recently the "German fund for the memory of poets" has inaugurated the plan of providing the works of living authors at prices that hardly pay for the printing expenses and binding.—Continental Correspondence.

BRITISH SOLDIER IN INDIA.

As the writer stood and meditated there came the sound of marching feet. The Somersets were coming to service. Their winter uniforms had been served out and they wore not drab-colored khaki, but the historic scarlet; and as they swung along they looked a splendid body of men. But the eye presently recognized in their equipment one odd feature. They were breaking into single file and marching through the church doors, but every man carried his rifle and wore his ammunition pouch. Where else within the British dominions does the British soldier appear armed at church parade? But this is the rule in India, and the usage dates back to the Mutiny, and is one of its memorials. The original plot of the sepoys was to rise when the British troops were in church and unarmed. The plot went wrong, as it happened; but ever since, by way of precaution, British troops in India appear with rifles and ammunition pouches at church parade. And to see the red-coated Somersets, with rifles on shoulder, swinging round the angles of the historic entrenchments, and passing into the Memorial Church equipped as for the firing line, was something more than a dramatic memorial of the great peril of bygone days. It was a concrete proof that in the judgment of the men who are responsible for India the peril is not quite over.

But there are other significant precautions taken in India which betray the consciousness that Great Britain holds India by the title of the sword, and must keep its sword keen and bright. At Lucknow stands the ruined, shot-torn residency, mute witness of ancient strife; but if another mutiny occurred the scanty force upholding the British flag in Lucknow would not need to improvise hasty defenses in a garden. The great barracks to-day are really armed posts, capable of resisting everything except the fire of heavy guns. They are so placed as to cover each other with their fire, are armed with quick-firing guns and are kept in constant readiness for seige. The railway station itself is covered by defensive works, and the same precautions are taken practically on all the great military stations. The lessons of the Mutiny have burned themselves in deeply on the official imagination.

The very structure of the native army itself reflects, it may be added, the same idea. The proportion of native troops to British force in India is not allowed to exceed two to one. The artillery is all British; the fortresses are held by white regiments. Only light batteries of mountain guns are in native hands. The rank and file of the native regiments have inferior rifles to the British rank and file. Not even the desire to make the native army formidable against a foreign invader makes the authorities blind to the risk that the army may become too formidable against its own creators.—Dr. W. H. Fitchett in London Tribune.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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A. G. Oberg, No. 744, a retired member of the Sailors' Union of the Pacific, is inquired for by C. E. Roberts, 44-46 East street, San Francisco.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

SHANGHAIING A CRIMP.

(Continued from Page 2.)

mercury in the dog days, and I felt good enough to hold my own against a dozen Dutch Harrys with a couple of Gallaghers thrown in for good measure.

Going into dinner I found that Gallagher had returned from Savannah. He was a big, lanky, rawboned man, apparently fifty years old, dark and evil-looking. He greeted me civilly enough, however, and after dinner gave me a dollar with the injunction to go and "blow" myself. This I did, rushing the can with such assiduity that both Gallagher pere and Madame Gallagher mere were soon in the very best of humor.

After supper I went out for a walk. Somehow I made for the shed where I had sought shelter that morning. There I sat me down again as I had before, and fell to thinking of the day's happenings. In the midst of my reverie I was aroused by someone shouting in a loud, cheery voice:

"Hello, Bill; what yer doin' here? On the beach like meself, eh? Well, we never died in the winter yet—did we Bill? Come on'n' have a drink."

The speaker was "Redtop," a whilom packet-rat, whom I knew slightly as a hangeron around the Cob Dock saloon on the Bowery in New York, a favorite resort of sailors. He had evidently been drinking, for he was nearly three sheets in the wind, with the fourth towing over the side. More to humor him than anything else I went with him.

"D'ye know," he began presently, with the gossipy garrulity of the half tipsy, "that I made five bucks to-day just as easy as rollin' off a log. Fact, I tell you."

"How was that?" I asked.

"Went and shipped in the Romeo to go from here to Buenos Ayres and from there around the Horn somewhere. Two months advance."

"Are you going in her?"

"Goin' in her?" he repeated in astonishment; "not for Joe. Why, man alive, she's a floatin' slaughterhouse. She came here one man short; the mate drove him overboard. The crew's been locked up every night in the foc's'le to keep 'em from running away. Besides, whoever goes in her will never get a cent, for I heard the skipper blowin' his bazzoo in at the shipchandler the other day, sayin' that he never paid a crew off in his life."

"Who paid you the five dollars?" I asked.

"Gallagher. He tells me he's got a likely-looking chap in the house he's goin' to put in her. For my part, I wouldn't go in her for a thousan' bucks a month."

This news made me disinclined for any more booze, so I shook "Redtop" and went off on a tack by myself. I now began to perceive what I was up against. Gallagher and Dutch Harry were in a conspiracy to trick me on board of the Romeo, trusting to my supposed ignorance of her evil reputation for the success of their scheme. But I would fool them both. I would go to bed early to-night, and towards morning skip out and make for Jacksonville.

At nine o'clock, therefore, I turned in for the night. About two or three in the morning, as nearly as I could judge, I awoke and reached for my clothes, intending to dress and get out. They were gone, as were also my shoes.

"Trapped, by God!" I said to myself. "Well, there's many a slip 'twixt cup and lip; I'm not on board of the Romeo yet." And

with that crumb of comfort I turned over and went to sleep again.

At daybreak I was called by Dutch Harry, who brought me my clothes. He explained that he had hung them in the kitchen overnight to dry.

"I say," he began presently, "that Demerara trader I told you of yesterday got loaded quicker than I expected. She is ready to sail this morning, so you'd better get up an' get ready for her. The captain will sign you right on board."

"What's the name of the bark?" I inquired casually, as I was dressing.

"Romeo," he replied; "as good a ship as you've ever been in. Why, some of the chaps have been in her four or five years. I wanted to go in her myself, but Gallagher wouldn't let me."

I pretended to fall in with the scheme readily. To have pursued any other course would have been worse than useless under the circumstances. If I had bucked, Gallagher would simply have produced the ship's articles, had me arrested, and sent on board under police guard. A sailor's status in the Southern States at that time was very much the same as that of a negro slave in ante-bellum days. I knew, partly from personal experience and partly from other sources, that the crimps and the local authorities in nearly every Southern port had a working entente, generally dividing the profits from the traffic in sailors.

Besides, I was mad clear through by this time at Dutch Harry's duplicity, and I vowed to get even with him at any cost. The vessel was anchored about a mile and a half below the city, well out toward Saint Simon's light, and I knew that Dutch Harry would pull me on board of her. My plan was, when we got down past the city, to take the tiller of the boat and give him the beating of his life, and then compel him to put me ashore somewhere. To be sure, he was a pretty tough customer, but I knew I had the "Indian sign" on him since the beating I gave him in Antwerp.

After a hurried breakfast in the kitchen I was taken into the baggageroom and fitted out with a bag of second-handed duds, a straw bed, a bar of soap, and a bottle of whiskey, the whole worth at most \$4 or \$5, but appraised by Gallagher at \$35 odd. Dutch Harry shouldered the bag, and away we went to the boat, bound for the Romeo. After we were well past the last dock I got ready to knock him over the head with the tiller and make my escape; but, of a sudden, I had an inspiration which appealed to my sense of the fitness of things with such force that I could not resist the temptation to act upon it, although the doing so involved considerable risk of miscarriage.

By the time I had fully made up my mind on this point we had gotten to within half a mile or so of the vessel. The wind was now blowing a stiff breeze from the westward, and she was evidently preparing to sail, for the Blue Peter flew at the fore and her topsails were hanging in the bunt gaskets ready to be sheeted home and hoisted at a minute's notice. The crew, also, were heaving on the windlass, and I could hear them shantying—in a rather feeble way, I fancied—the familiar strain:

"Blow, boys, blow, for California;
There's plenty of gold, so I've been told,
On the banks of Sacramento."

Presently we were alongside of her.

"Go up on deck and hand me down a rope's

end, and I'll bend on your bag for you," said Dutch Harry.

"No, you go," I said; "I feel too infernally sick from that rotgut whiskey Gallagher gave me to do much pulling just now. Besides," looking up at the sails, "I guess I'll have enough pulling to do before the day is over."

"All right," he responded with a grin, "anything to oblige an old shipmate. I know how you feel for I've 'been there,' me boy."

Away he clambered up the sideladder with the painter in his hand. As he did so I saw the mate, a big, hulking fellow, coming aft. Soon Dutch Harry sent me down a rope's end and I bent on the bag. When he had pulled it up almost to the rail I whipped out my knife and cut the painter. As the boat drifted astern with the tide I sung out to the mate, pointing to Dutch Harry:

"There you are, Mr. Mate; there's your man. Keep your eye on him. He's a slick guy and needs watching."

"All right," grunted the mate with a leer on his ugly mug that boded no good to Dutch Harry.

Just what Dutch Harry said to the mate I was too far away to hear, but the next instant I saw the mate knock him down and jump on him in true bucko fashion. In less time than it takes to tell it he had kicked Dutch Harry, bag and all, off the poop down on to the main deck. What happened afterward I am unable to relate, for I was too busy paddling for the shore to take any notes. That night I rode the "blind baggage" on a fast express bound for Jacksonville, Fla., where, a few days later, I managed to ship myself on a schooner going to Havana.

I have noticed that no properly written story is ever complete without an epilogue in which due justice is meted out to the various villains in the cast. And so I have to record that Dutch Harry turned up all right in Buenos Ayres. Afterward he married an Argentine woman with some money, and set up a sailor's boardinghouse of his own in Rosario. He was eventually stabbed to death by "The Jack o' Spades," a notorious beachcomber in those parts, whom he had tried to shanghai around the Horn. Gallagher was shot and instantly killed, about a year after I boarded with him, in a dispute with a rival boardingmaster over a hapless sailor whom both claimed. And thus endeth this veracious yarn.

HAWSERLAID BILL.

SUING FOR FREIGHT.

The Ionia Transportation Company has brought action against the Lehigh Valley Coal Company in the United States District court at Duluth to recover \$2,721 which the transportation company claims as freight arrearages and damages caused by delay in unloading a cargo.

The libellant claims that the Ionia, a steam freighter chartered by the Lehigh Valley Coal Company to haul a cargo of coal from Buffalo to Houghton, Mich., was delayed without cause by the coal company for nine days, and alleges that the earning capacity of the boat for those nine days would have been \$2,250. The libellant also claims \$471 still due in settlement of the freight charges on the cargo of coal.

In response to the claims the Lehigh Valley Coal Company offers to settle the freight arrearages and the costs involved in the action, but denies the allegation that the boat was detained unnecessarily for nine days.

World's Workers.

The passive resistance railroad strike inaugurated at Vienna, Austria, recently, was ended on October 13.

Most of the New Zealand miners are protesting against the Government's proposed amendments to the Arbitration Act.

A number of Melbourne (Australia) painters have ceased work because 9s. a day was refused them by employers who are making a big profit out of their labor.

An unknown friend recently lodged £50,000 in a Berlin bank to the credit of the representatives of the Copper Workers' Union, to assist the members of the union who are on strike for better conditions.

Hotel keepers at O. K., in the Chil-lagoe (Australia) district, were recently persuaded by white Australians to get rid of their Asiatic cooks. The yellow cook was paid at the rate of £2 10s. a week, but white cooks now get £4.

The British Trade Union Congress has demanded that the Government shall cause a searching inquiry to be held regarding the shooting by the military of the union men who were on strike for better conditions at Belfast, Ireland.

In the New Zealand Arbitration Court recently, twenty-eight more slaughtermen, concerned in the strike which took place in February last, were fined £5 each. A lot more of them would have been fined, but they went out of reach of the Court.

A deputation from the Brisbane (Australia) Journeymen Bakers' Union waited on the Queensland Home Secretary recently, and requested that the Health Act be amended in the direction of relieving them of responsibility for light-weight bread.

As an outcome of the Howard (Australia) miners' lockout a prospectus has been issued of a proposed Burrum Co-operative Coal Mining Company, with a capital of £15,000, divided into 30,000 shares of 10s. each, all of which are contributing.

Relations are strained, almost to striking point, between the Master Carriers' Association of Sydney, Australia, and the Draymen's and Trolley-men's Union, owing to the unreasonable attitude of the former in the matter of an agreement arranged at a conference.

The mining production of the Australian Commonwealth last year was represented by £7,831,187 in West Australia, £7,912,716 in New South Wales, £4,198,647 in Queensland, £3,454,856 in Victoria, £2,257,147 in Tasmania, and £977,063 in South Australia, making a grand total of £26,731,616.

The strike of slaughtermen at Lake's Creek, Rockhampton, has been settled amicably through a conference between the secretary of the union and the manager of the meat works. The agreement, which the union arranged in the interests of the employees, has been fully maintained, and all hands have returned to work.

The report of the Navigation Commission, submitted to the Australian Federal Parliament, recommends that no person shall be employed on any vessel registered in Australia who is not a British subject, and thoroughly conversant with the English language; further, that all subsidized foreign ships should be prohibited from participating in the Australian coastal trade.

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Ehlers, Henry	Nurminen, J. V.
Elving, Gust	Olsen, Albert
Engbrethsen, Daniel	Olsen, Olaf
Elassen, O. E.	Olsen, Arthur G.
Frost, Hans	Ordig, Bruno
Goethe, Viktor B.	Pettersen, John
Griel, Bernhardt	Pettersen, Harold
Henricks, Goss	Pettersson, Gustaf E.
Hansen, Hans Ch.	-1018
Herrmann, E.	Petersen, Ed.
Hansen, John	Peterson, Mauritz
Hansen, Harald	Rask, C. H.
Hansen, George	Rasmussen, Adolph
Hansen, Aldan	Rosbach, Walter
Haagensen, Martin	Raetz, Aug.
Hartman, Karl	Rosenfold, Isak
Ivers, John	Russell, Ed.
Jakobsen, Ole	Sclander, Gus.
Jacobson, John	Stauf, Louis
Jansen, Haral L.	Swanson, Ivar
Johannessen, Hans	Smith, Max
H.	Smith, H.
Jaensen, Hans	Tyrholm, Johan
Janson, Oscar	Thomson, John
Johansen, F. B.	Tornbeck, R.
Johanson, A. J.	Udd, John
Kristoffersen, Emil	Vincent, Joseph
Kaderhecht, Alf	Wanous, Geo. A.
Karlsson, A. M.	Wilsen, Anders
Kaufold, E.	Waltner, M.

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Port Townsend, Wash.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Joseph	Helenus, K.
Aga, Johan	Henning, L.
Akesson, H.	Hikell, E.
Allendsen, H.	Hill, G.
Albers, G.	Hagberg, W.
Albertsen, J.	Howell, A. S.
Amundsen, A.	Hoglund, F. V.
Amnell, A.	Holti, J. W.
Anderson, A. M.	Honde, P.
Anderson, E. -1149	Holmstrom, O.
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Anderson, Victor	Ingebretnsen, John
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Anderson, Hjalmar	Ingalls, W. L.
Anderson, Oscar	Iversen, S. B.
Anderson, J. -760	Isaksen, I.
Anderson, J. E.	Jacobson, Ole
Anderson, -1520	Jacobsen, J. A.
Apps, F.	Jacobs, W. M.
Appelquist, O. T.	Jacobsen, Johan
Arnesen, Martin	Jacobsen, H. M.
Aspen, K. D.	Jacobsen, John
Austin, M. M.	Jack, P.
Bateman, S. J.	Jacobsson, Johan
Berg, Albert	Jensen, P. -1431
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Bee, Collin	Johansen, Geo. W.
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Blecka, A.	Johnson, Martin
Bloomberg, G.	Johnson, H. L.
Botgerelst, L.	Johnson, Tim
Bosse, P.	Johnson, John A.
Bratrud, O. M.	Johnson, C.
Braa, P. O.	Johansen, K. J.
Brunstrom, G.	Jones, W.
Bronelw, W.	Jonsson, A. J.
Brewer, W.	Jones, Fred.
Brown, F.	Jorgensen, Alf.
Bryning, W.	Jorgensen, Th.
Burk, C.	Jorgensen, J. A.
Buckman, F.	Jurgensen, John
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Carlson, Jacob	Jurgensen, Ernest
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Clark, S. D.	Klttelsen, K.
Clauson, C. L.	Klnoch, W.
Cortes, P.	Klemetilla, H.
Cook, H.	Kloes, W. O. F.
Corl, V.	Klemensen, C.
Craig, C. A.	Knoff, H.
Christensen, O.	Kristensen, E. -901
Danielsen, David	Krause, E.
Daniels, C.	Kreutz, C.
Danielsen, Ernest	Kristensen, K. D.
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Deboth, Paul	Kristensen, G.
Doran, Eugene	Kroemke, N.
Dorest, A. C.	Krouschet, A. T.
Dohman, F.	Kristoffersen, Emil
Duncure, Y.	Kummerlowe, O.
Dudler, H.	Lalk, N. E.
Edson, F.	Laine, W. E. -1414
Edwardsen, J.	Larsen, H. -957
Ekeland, S.	Larsen, K. H.
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Englund, R.	Larsen, Einal
Englund, L. F.	Lerner, C.
Engberg, O.	Lepp, E.
Erlksen, Olav	Le Fevre, L.
Erlksen, Allen	Levsten, J.
Erlksen, Viktor	Lidgett, J. A.
Erlksen, Konrad	Lind, H. E.
Eskola, H.	Lie, L.
Evans, S.	Linden, H. Vanden
Ferraris, J.	Lindeman, H.
Fernandez, D.	Lie, J. L.
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Karlson, G. -622	Lubeck, R. A.
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Frankenherg, V.	Madsen, G. F.
Garbers, H.	Mathisen, M.
Gad, V.	Marthinsen, Kr.
Gamher, Jas.	Mayers, P. M.
Gerner, Hans	Mahan, W. F.
Genstrom, F.	McKenzie, A.
Goerke, E.	Meas, J.
Gott, W.	Mestrand, O.
Grower, Alton	Mietanen, J.
Grunbolk, J.	Midjo, A.
Green, J.	Miller, C. W.
Gunnason, J.	Mikkelsen, Kr.
Gundersen, G.	Monchy, H.
Gunther, Richard	Merken, J. L.
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Hav, W. -1179	Nesblitt, James
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Heldenberg, G.	Olsen, Harry
Hermansen, F.	Olsen, Oscar
Henriks, G.	Olsen, Christ
	Olsen, Raynvald
	Olsen, Johan
	Olsen, K. E.
	Olsen, H. M.
	Olsen, Just.

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L. FOGEL, Prop.Headquarters for Seamen's Outfits.
Everything from a pair of Rubber Boots to
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Olsen, Leif.
Olsen, Ernst
Osterberg, J.
Ossis, A.
Petersen, A. W.
Petersen, Paul
Otto, L.
Overland, T.
Parkhurst, Thos.
Paulson, Hans
Petersen, Ch. -990
Petersen, Axel
Petersen, L.
Petersen, Peter
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Prescott, F. F.
Pohler, Joseph
Polge, Louis
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Rommel, T.
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Rosen, Frank L.
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Ryberg, S.
Quetski, Herman
Savage, R.
Sampson, C. -2137
Sarin, K.
Samuelsen, H. -1301
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Schlemmer, E. -1744
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Schoffler, A.
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Smith, Ed.
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Sayland, A.
Solie, I.
Sovlg, M.
Senderman, G.
Soheland, O. N.
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Sten, Ivar
Stervik, Louis
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Stuhr, H. M.
Strandquist, Louis
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Taylor, G. A. -1295
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Thun, E. H.
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Torquesen, K.
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Turner, D. B.
Udd, John
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Wahls, E. K.
Wahstedt, R. -778
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Westerholm, A. W.
Wikhlad, Otto
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Westin, C. O.
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Westbroch, Joe
Wilhelm, H.
Wikling, Aug.
Willert, L.
Woadhull, C.
Wurzbach, W.
Wulff, M.
York, J.
Zacko, K.

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Anderson, Chas -907
Anderson, Axel
Anderson, J. -1514
Arnold, Ernest
Bartels, Herman
Banthin, Julius
Braun, William
Krun, Mathias -1492
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Haak, Rheinhold
Jensen, Albert -1650
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Kristensen, J. -1209
Laborde, Joseph
Lang, Gust.
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Lowe, John A.
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Honolulu Letter List.

Anderson, S. K.
Diez, H.
Keininger, A.

Pedersen, Adolf
Ness, Edward

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYS

Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
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UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN
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Where the BestClothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
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Union Goods a Specialty.

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Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of
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every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

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HATS AND
SHOES, atWesterman & Schermer,
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Gents' Furnishing Goods

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Squire-Latimer Block. Seattle, Wash.

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Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
license unlimited. Steam and sail.
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Pt. Townsend Letter List.

Encbom, Carl R.
Eliassen, C. E.
Evans, Stanley
Grew, Jorgen
Heine, C.
Helms, William
Hartman, Karl
Knopff, Fritz

Larsen, Anton
Larsen, L. K.
McLennan, Donald
Olsen, Alfred
Stachenssen, C.
Syvertsen, Syvaret
Sande, Anton
Tugland, Karl

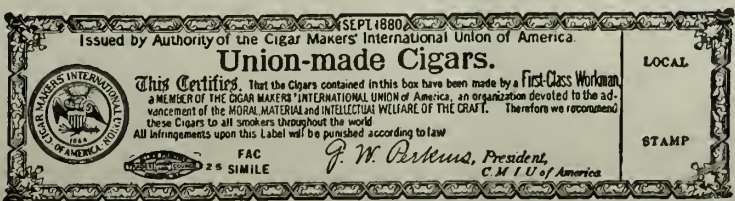
Labor News.

The Northern Pacific switchmen's
strike is settled and the men have
returned to work.Between 700 and 800 indictments
will, it is expected, be returned by
the Grand Jury at Kansas City, Mo.,
for violation of the law against work-
ing on Sunday.The Columbus (O.) plant of the
United States Steel Corporation, em-
ploying 800 men, was closed down in-
definitely on October 26. The reason
is not known.The General Managers' Association
has announced that the Western roads
have practically decided to stand a
strike or strikes rather than grant any
demand for further increases in wages.The trial of George A. Pettibone,
charged with complicity in the as-
sassination of former Governor Steun-
enburg, was postponed at Boise,
Idaho, on October 15 until October
28.There will be no strike of telegraph
operators on the Denver and Rio
Grande Railroad on account of the
discharge of Wire Chief R. H. Skeggs,
of Grand Junction, as the difficulty
has been settled.Seth Low, of New York, Treasurer
of the Industrial Peace fund, has re-
ported to Secretary of Commerce and
Labor Straus that contributions are
being received. The fund is about
\$40,000, and it is hoped that it will
grow to at least a million.Martin Fox, formerly President of
the Iron Molders' Union of North
America, died at his home in Cin-
cinnati, O., on September 28, aged 59
years. Deceased was a native of Cin-
cinnati, and for many years held a
prominent place in the labor move-
ment.More than 3500 men employed in
the Pittsburg district were laid off on
October 21. Members of the Amalga-
mated Association of Iron and Steel
Workers assert that the closing down
of the Sharon Tin Plate Works is due
to the determination of the United
States Steel Company to place non-
union men in every plant operated by
it.At a meeting of representatives of
all industrial plants in Kenosha, Wis.,
steps were completed for the forma-
tion of a manufacturers' association.
The principles of the association prac-
tically declare for an "Open Shop" in
every plant in Kenosha. The new
order will affect 6500 men, and the
plants which have signed the agree-
ment, have an annual payroll of more
than \$5,000,000.The United States Circuit Court of
Appeals at St. Paul, Minn., on Octo-
ber 19, affirmed the decision of the
United States District Court for the
Eastern district of Missouri, holding
that it was proper to enjoin a labor or-
ganization from boycotting a manu-
facturing company by forcing con-
tractors to discontinue the use of its
products, or to do without laborers.Federal Judge Dayton, at Wheeling,
W. Va., on October 24, granted an
injunction temporarily restraining
John Mitchell, President; T. L. Lewis,
Vice-President, and the directors of
the United Mine Workers of America
from organizing or interfering in any
way with 1000 non-union miners em-
ployed by the Hitchman Coal Com-
pany, the Glendale Coal Company and
the Richland Coal Company, located
in the Wheeling district.

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BROTHER
UNIONISTSThat the best made shoes—the shoes made under the best manu-
facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.Ask your dealer for Union Stamp shoes, and if he cannot supply
you, writeBOOT AND SHOE WORKERS' UNION,
246 Summer Street, Boston, Mass.

SMOKERS

See that this label (in light blue)
appears on the box from which
you are served.

News from Abroad.

Twelve censors are to be appointed by the Pope to pass on all periodicals read in schools and colleges.

A new income tax measure is to be introduced by the Government at the next session of the French Parliament.

Almost enough money to build a 90-foot challenger for the America's Cup has been already subscribed in Sweden.

Open cannibalism is reported among the natives of northern Canada by a newspaper man who has returned to Winnipeg after an exploring expedition.

An English schoolmaster professes to have discovered a new cipher in Shakespeare, revealing that the Earl of Southampton wrote the immortal plays.

Wide-spread indignation has been caused in Ireland by the announcement that the world-famous Giant's Causeway is about to be shipped to the United States.

The physicians in attendance on Emperor Francis Joseph of Austria have decided not to issue any further bulletins, as they consider that his convalescence is progressing satisfactorily.

A series of earthquakes took place throughout Calabria, Italy, on October 23. As a result of the destruction of several towns the death list is estimated at 500. Great suffering prevails.

Liberals in Great Britain are working up sentiment against the House of Lords. The conflict will be brought to a head next session, and appeal made to the country to decide between peers and commoners.

The Paris Matin has advice from the French Congo to the effect that a number of white officials have been arrested there charged with brutality toward natives. Sensational revelations are expected to follow.

The London Daily Graphic's mammoth balloon, which left the Crystal Palace on October 12, has succeeded in its attempt to break the overseas record. Bearings were lost in a fog and an exciting descent was made in Sweden.

The armored cruiser Kurama, of 14,620 tons, was launched at Yokosuka, Japan, on October 21, in the presence of the Japanese Emperor and Empress. She is expected to develop a speed of twenty-one and three-quarters knots.

Secretary of War Taft opened the Philippine Assembly on October 16 with an address in which he asserted his confidence in the natives, but said he did not believe they would be fitted for self-government for a generation. Osmeña, a Nationalist, was elected President.

Sultan Abd-el-Aziz is urging France to establish a protectorate over Morocco and save him from dethronement by his rival. The tribesmen are indignant at his attitude, and an attack on the French forces at Casablanca is threatened by Mulai Hafid, the rival Sultan.

A deputation from the Maryborough (Australia) Timber Workers' Association recently waited upon the sawmill owners, and requested that the hours of labor for employes should be reduced to eight per day. A promise was given by the owners that the eight-hour system would be introduced in the mills from the commencement of next year.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aas, Oskar
Aaltonen, R.
Ackerson, P.
Abrahamsen, Carl
Ahlborg, R. W.
Alander, Karl
Albrecht, Emil
Albright, Emil
Amundson, F. A.
Andersen, Frank
Andersen, Oscar
Andersen, Anton
Andersen, -1156
Andersen, John
Andersen, Karl E.
Andersen, -1420
Andersen, Olaf
Andersen, -1149
Andersen, -1229
Anderson, A. G.

Barney, H. E.
Basberg, Hans H.
Bateman, S. J.
Bausback, -1511
Baxter, W. J.
Beer, Franklin H.
Behrens, E.
Bensen, Sigurd
Berentsen, Oscar
Berentsen, A. M.
Berge, -645
Berggren, V.
Berglund, Nils P.
Bergquist, Stanley
Beyerle, R.
Bjerregard, Chr.
Bjorland, Gunder
Black, John

Caldwell, Wm. M. G.
Campbell, F. A.
Canning, Jons
Carlsen, Th.
Carlson, Edw.
Carlson, C. J.
Carlson, Axel
Carlson, -863
Carlson, Conrad
Caspary, -1064
Cavalin, G.
Celder, W.
Chambers, A. G.
Christiansen, M. F.
Christiansen, Bernt

Dalgaard, -1042
Dam, Otto
Danberg, Rudolf
Dangul, G.
Dannevig, M.
Danielsen, H. H.
Davidsen, Jacob
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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

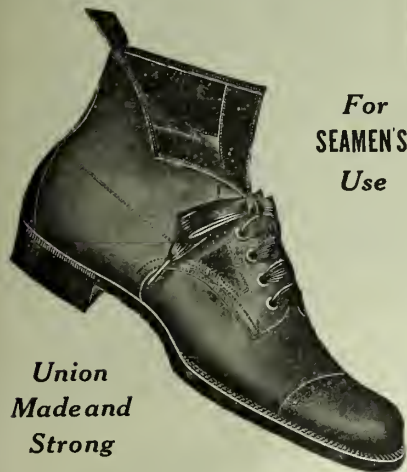
Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth Avenue, New York City.

W. Wilson, fireman, who joined the steamer Como at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

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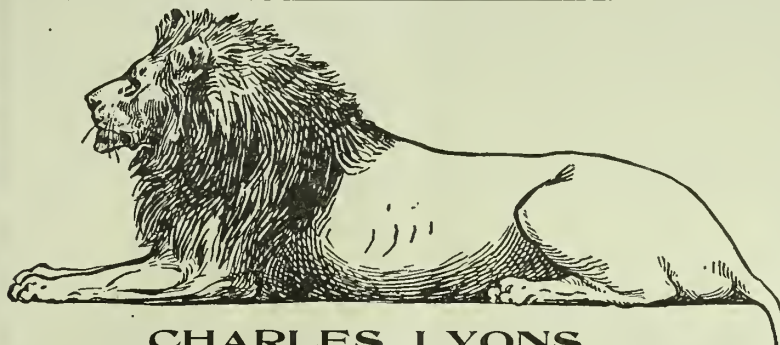
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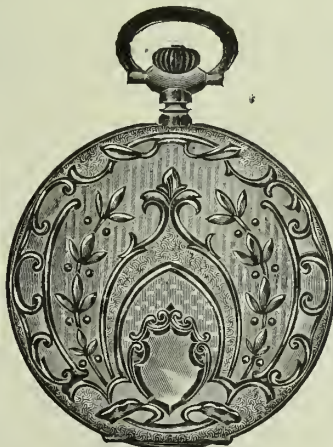
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not make a mistake—LOOK FOR THE NAME AND NUMBER.

Domestic and Naval.

Many of the smaller British steam-
ship companies are complaining of a
dearth of ships' doctors, and some of
the larger lines are also having con-
siderable difficulty in obtaining the
right men.

A cablegram from London to Balti-
more says that the British steamer
Pampico, from Baltimore for Rotter-
dam, was abandoned in latitude 47
north, and longitude 32 west. The
crew were saved.

The giant steamer which the Eng-
lish shipbuilders are to construct for
the Hamburg-American line, will be
named the Europa. She will be of
48,000 tons as against 32,500 of the
Cunard liner Lusitania.

Calvin Austin, President of the
Mors Consolidated Steamship Com-
pany, announces that that company is
anxious to start a daily steamship
service between Philadelphia, Pa., and
New York.

According to the master of an Are-
tic schooner which anchored at Glou-
cester, Mass., recently a Brooklyn ex-
plorer has a good chance to reach the
North Pole by a dash over the ice-
packs in the dead of winter.

Percy & Small, of Bath, Me., have
signed a contract to build another six-
masted schooner for J. S. Winslow &
Co. The vessel will be a sister-ship of
the Edward J. Lawrence, now build-
ing for the same company.

The four-masted schooner Dean E.
Brown, launched at Portland, Me., for
the Benedict-Manson Marine Com-
pany, was christened with flowers,
instead of wine, in accordance with
the traditions of that prohibition
State.

One man was killed and the steel
steamer John W. Moore was sunk on
October 13 in a collision between the
Moore and the Queen City in the De-
troit River just above the Lime Kilns
Crossing. The deceased is Wheels-
man McIntyre, of Sombrero, Ont.

The bodies of nineteen members of
the crew of the steamer Cyprus, which
foundered in Lake Superior off Deer
Park, on October 11, have been recov-
ered and brought to Sault Ste. Marie.
The bodies of two firemen whose
names are not known are still missing.

The Anchor liner Astoria, which has
been in the transatlantic service since
1884, has made her last trip from Glas-
gow to New York in the circular pass-
enger service of the line. The Cali-
fornia, sailing on October 12 from
Glasgow on her maiden voyage, takes
her place.

Dispatches from Puerto Plata state
that the authorities at Sanchez, San
Domingo, visited the American steam-
er Cherokee, seized revolvers found on
board and fined the steamer \$2500.
The captain refused to pay the fine
and clearance papers were refused
him, but he proceeded without them.

Secretary of the Navy Metcalf an-
nounces that he will ask Congress for
more money to complete the dry dock
at the Bremerton (Wash.) Navy Yard,
to improve yards and docks, and for
ordnance. There will be an additional
\$5,000,000 asked for to increase the
pay of sailors and to provide for 3000
more men.

The new Cunard liner Mauretania,
sister-ship of the Lusitania, concluded
her four days' sea trials recently. Her
average speed was twenty-six and
three-quarters knots an hour and she
frequently accomplished as much as
twenty-seven and three-quarters knots.
She is therefore considered faster than
the Lusitania.

With the Wits.

If money talks,
As some folks tell,
To most of us
It says: "Farewell!"

Automobiling.—He—"We went over fifty this morning."

She—"Miles or people?"—Philadelphia Inquirer.

A Bleacher Definition.—"Pa, what is a patriot?"

"A man who is never willing to concede that the umpire has given the home team the best of it."—New York Press.

Murphy's Misfortune.—Mike—"Poor Pat was insured for foive hundred pounds when he was drowned."

Murphy—"Phwat a pity he didn't live to enjoy it before he died."—Philadelphia Inquirer.

His Mistake.—"The neighbors complain that you are maintaining a nuisance."

"I wish you'd speak to my wife about it; it's her fault."

"It's her dog, then?"

"Oh, it's the dog you've come about. I thought it was my mother-in-law."—Houston Post.

Asked and Answered.—"How long have you been married?" asked the friend who had just returned from a trip abroad.

"Six months," was the reply.

"And how does matrimony strike you?" queried the other.

"Oh, like a good many of my acquaintances—for money," answered the ex-bachelor.—Chicago News.

Her Last Hope Gone.—"I simply can't help telling you again that I love you," said Percy Vere. "Can you not hold out any hope?"

"I did hold out one hope," replied Miss Bute wearily, "but that's gone now."

"What was it? I'm sure I—"

"I had hoped you wouldn't mention the subject again."—Exchange.

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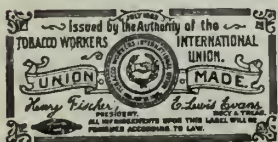
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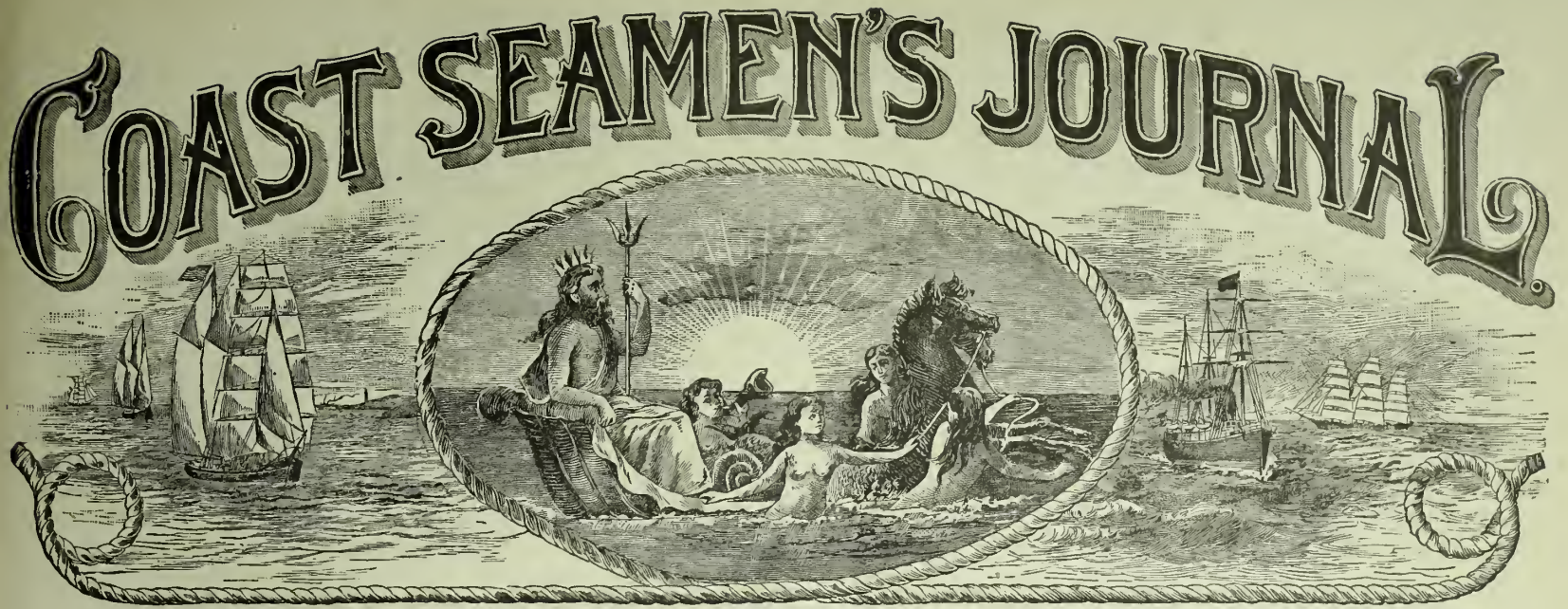
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 7.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 6, 1907.

Whole No. 1047.

THE LABOR UNION.

AS FAR BACK as we can peer with anything like certainty into the morning twilight of our race, we find widespread absolute subjection of one class to another class. The writings which have survived the peoples of the Tigris and the Euphrates show human slavery strongly established in Babylonia and Assyria at the point their social system is first revealed to us. So with Egypt, whose very monuments bespeaking vanished greatness are for the larger part the work of multitudes of slaves. So with Phoenicia, having hordes of slaves ashore and at sea and sending dealers abroad to barter in slaves as merchants of today trade in silks and grain. So with Greece and Rome. So with Palestine, though least offending.

Man's passion for dominion over his neighbor yields slowly. Babylon and Nineveh were still gangrened with slavery when they sank to dust and silence; Memphis and Thebes, in the closing of night upon them; Tyre and Carthage, when they ceased to be. It was so prevalent in Greece 300 B. C. that in Corinth there were 40,000 masters and 640,000 slaves, and in Athens 21,000 masters and 400,000 slaves. So long, too, as a shred of authority of ancient Rome remained, slavery was a fundamental institution among the Romans, and in such extent that at one time there were 60,000,000 slaves within the Empire. And, powerful as was the fine religious spirit of early Israel, even such enslavement as was in express violation of the Mosaic law continued general in the time of Jeremiah. Not only did absolute slavery persist side by side with the Iliad, the Book of Job, the Dialogues of Plato, the Code Justinian; it clung upon civilized states long after Jesus Christ had said, "A new commandment I give unto you, That ye love one another"; long after the Great Charter of English Liberties; long after Rousseau and Jefferson. With all the forces of light and love operating from the remotest antiquity, it was but yesterday in Russia, Brazil and our own America that chattel slavery lost the last sanction of civilized mankind. And not alone the forces of light and love working as the rain wears away the rock, but forces of passionate revolution, working as the earthquake works—rending and groaning—lifting the floor of the deep sea into the light of day; for desperate struggle it has taken, too, to break the chains that bound some men to be the chattels of other men.

But absolute subjection of one class to another class is dead at last, in enlightened lands, after nine thousand years of civilization and all the gropings in the abyss of time the other side of Babylon. RELATIVE subjection lives on, though, so slowly do we move into the light: not the subjection that made it lawful for the young aristocrat of Lacedaemon to hunt and slay slaves of Sparta as in our day sportsmen chase and kill wild game, nor the milder kind that put around the neck of Gurth the collar of Cedric, but a kind based on the concept that, though one man can not rightfully own another, one man may rightfully draw a circle about the life of that other and confine him within it. This is the slavery which puts clouds of children at toil as breadwinners when they should be at school and at play; forces myriads of women into gainful occupations, against their inclination and in limitation of home-life and endangerment of healthful motherhood; works the mass of men beyond their strength in

the fullness of their powers and neglects them when the flagging comes; withholds from most of the world's workers, in commerce, manufacture, agriculture, art, letters, science—every field, in short, both mental and manual,—a just participation in wealth and leisure.

For the elemental reasons which made for destruction of absolute slavery, this partial slavery is bound to fade into a state where every child shall be born to a fair opportunity for developing the best life of which he is capable, hampered neither as the Greek slave was hampered nor as the breaker-boy in a Pennsylvania coal mine is hampered. It is assailed by the aspirations of the human race; by every addition to human knowledge; by every growth in spiritual grace. And among the most powerful forces counting to reduce it must be reckoned THE MODERN LABOR UNION.

The labor union is a defense thrown up by manual workers against those evils of the competitive system tending at the worst to grind them into misery and at the best to give them less than a reasonable share of property, rest and opportunities for intellectual growth.

"IN THE NATURAL ADVANCE OF SOCIETY," Ricardo announced as a law of political economy, "THE WAGES OF LABOR WILL HAVE A TENDENCY TO FALL, AS FAR AS THEY ARE REGULATED BY SUPPLY AND DEMAND." This the manual workers came to know by sharp experience; and they organized into trade groups to check—with collective bargaining backed by the strike—the downward pull of supply and demand, in proportion as they progressed enough out of the shadows, through the spread of education and ethics, to see with somewhat of clearness their rights as freemen, and in proportion, also, to the rise of the factory system with its rapid production of wealth and its propensity to press workers to a low standard of living, regardless of value of things produced. The modern union came first in England, later in Continental Europe and afterward in the United States; and, with most of its growth in the last fifty years, it has developed into an institution with 2,000,000 members in the United Kingdom, approximately 3,000,000 in the United States, and a great following in every leading land of Christendom.

In all of Europe before the labor unions were powerful, the work-day was from twelve to fifteen hours. With us and the Canadians until the unions were strong, the hours were as inhumane—for example, down to 1858, some of the textile mills of New England had a fourteen-hour day, and in the street-railway business throughout the United States and Canada, until unions of carmen rose to power within the last few years, the work-day commonly ran from fourteen to seventeen hours. NOW, in the United Kingdom, the United States, Canada and Australasia the work-day in most occupations is nine hours or less, and in many (especially in Australasia) has gone to eight hours; while in Continental Europe the tendency toward the eight-hour day is in proportion to the progress of the unions.

With wages the contrasts are even more impressive. George L. Bolen does not overstate the case as it stood in the United Kingdom when he says that "During the first quarter of the nineteenth century, in England, before trade unions

had developed strength," competition had driven the price at which labor could be bought to "just enough food, air and rest to keep the laborer alive and able to work." Nor McMaster, when he says of the first half-century of the United States, when organization of the working classes was barely starting: "In the general advance made by society in fifty years the workingman had shared but little. Many old grievances no longer troubled him, but new ones, more numerous and galling than the old, were pressing him sorely. Wages had risen, but not in proportion to the cost of living." Complementing these statements may be placed the recent conclusion of Wycoff that prosperity among the workers of the United Kingdom is higher than at any time since the unexampled scarcity of laborers in the fifteenth century, following the Black Death; the conclusion of Geoffrey Drage that while half of all the workers of Great Britain and Ireland were getting no more than a bare living, in 1850, only a fifth were on that level in 1890; and the conclusion of Emile Levasseur and Robert Giffen that in England, France and the United States WAGES IN COMMODITIES CONSUMED HAVE DOUBLED IN THE LAST SIXTY YEARS for all of the working classes not now on or near the level of bare subsistence.

It would be very unsound to attribute ALL of the improvement in the condition of the working classes to their unions; for, besides the general favorable influence of those classes otherwise than through their unions, and besides whatever the conscience and wisdom of other classes may have contributed toward right-thinking and right-doing, there has been the tremendous influence of mechanical inventions in rapidly multiplying the wealth subject to distribution, as with the Bessemer converters in the Edgar Thomson mill which change iron into steel at the rate of four tons a minute, and with the cotton gin, which in the ten hours formerly required for one person to free from seeds a pound and a half of cotton, successfully treats more than four thousand times as much. But authorities agree that reduction of the work-day has been almost entirely due to direct demands of the unions and to agitations begun by them; and that while without the labor union, as with it, the working classes would AS CONSUMERS have participated in the advantages following the fall of commodity prices in cases where machinery has cut the prices of things consumed by them, the unions have generally operated to make the wage fund of an industry A MUCH LARGER PERCENTAGE OF THE MACHINE-GAINED WEALTH than it would have been in the absence of organized insistence.

By striving to raise the standards of living among the working people of the world and urging equity in distribution of the products of industry, the unions are important safeguards of the liberties of all society. Their position is, that it is not for the successors of the old master-class to command arbitrarily what kind of lives the toilers shall be able to lead, but that there shall be substituted for arbitrary power of ONE CLASS OVER ALL CLASSES, government of ALL CLASSES BY ALL CLASSES, that is to say, REPRESENTATIVE government, in politics and business; instead of undiscussed commands by autocrat or class, consultations between all con-

(Continued on Page 7.)

SWING OF THE PENDULUM.

Some three or four years ago the Chronicle published a series of carefully prepared papers, describing precisely what was happening in the districts of the State in which Japanese coolie labor preponderated in any industry, and in the cities and towns in which large numbers of them were congregated. There was nothing sensational, rhetorical or abusive in the series. There was merely a calm description of conditions already existing, and necessary inferences of what must be the result if this immigration was unchecked. That was the beginning of the anti-Japanese agitation in the United States.

That the descriptions were correct could not be denied. They were not denied. For the most part they were ignored by the public press. Such journals as did take note of them referred to them only to berate the Chronicle for attempting to please "labor agitators" and "stirring up class hatred." Although manual workers have far less at risk from Oriental immigration than financial, commercial and industrial investors and employers, they were the first class to be affected and they were organized. A special workingmen's organization was formed to continue the discussion for which the Chronicle papers had laid the foundation, and the movement for the exclusion of all Oriental manual workers is now national in its scope and power. The principle is virtually accepted by forces strong enough to assure its adoption as the national policy. The only questions are as to the time and the methods.

The so-called San Francisco school incident resulted from the intrusion of Japanese youth into the primary and grammar schools. They were not in all schools. There were but few in any one school. But there were enough to cause the enforcement of the State law for the segregation of "Mongolian" children, which until then had been applied only to Chinese. The administration which directed the application of the law to Japanese was known to be utterly corrupt and despicable. It was also known to have been nominated and elected as representative of union labor. The result was the furious denunciation of the "villainous laborites" of San Francisco by the entire Eastern press, headed by the President of the United States in a paragraph in his annual message, which was cabled to Japan before its delivery to Congress. By many of these journals the Chronicle was honored by special maledictions as the reckless and unprincipled originator of all the disturbance. Most of what was alleged against us was utterly mendacious and none were more wide from the truth than one whose professions and whose station should have assured perfect accuracy and dispassionate statement.

It is hard to realize how so great a change of sentiment could have occurred in so short a time. We have before us from the clippings of one mail editorial expressions from seven Eastern journals of wide circulation and recognized influence, all of which either directly say or clearly imply that the incompatibility of Orientals and Occidentals must be officially recognized by keeping an ocean between the masses of those populations. It is only here and there that we now meet with any contrary opinion. Doubtless the

expressions which are coming just now are called out by the outbreaks in British Columbia—we have never had anything approaching them in San Francisco—but they are merely expressions of opinions which have been forming for a long time. Most of them are direct reversals of positions assumed just after the publication of the President's message on the subject. We suppose that if the President were now to write another message, that, also, would contain a reversal. At any rate, he is endeavoring to restrict Oriental immigration.

The Chronicle can not but feel gratified to see public sentiment indorsing the position which it took first of all the public journals of America. We are also pleased to note a perfect agreement with the reasons for Exclusion which the Chronicle has steadily maintained. It is not a question merely of labor, but of the persistence of American civilization and institutions. It is not a question of inferiority or superiority, but of inherent and invincible incompatibility. It is not a matter to be treated brusquely, but a principle to be recognized and applied by Asiatic and non-Asiatic governments. Exclusion does not tend to war. It is the only possible means of preventing war. It will not prevent friendly commercial intercourse, but on the contrary will tend to make that intercourse more free, more friendly and more profitable. In one respect only have our Eastern contemporaries failed to comprehend and adopt the Chronicle's position. Immigration is not a subject to be dealt with by treaty but solely by domestic law. And in time we feel sure that the importance of that also will be understood.—San Francisco Chronicle.

FEATURES OF ITALIAN PRESS.

Few writers on Italy have given their readers any account of the Italian press; yet the Italian newspaper is so different from our own that such a description would be of interest to the very considerable public which reads the numerous books about the bel paese. At the present moment, especially when the press has been playing so prominent a part in the anticlerical agitation, the views and characteristics of the chief Italian journals require some explanation.

Just as Italy, unlike Great Britain, possesses no one city which overshadows all the others by virtue of its vast population, so there is no one Italian center which diffuses its newspapers all over the kingdom. The Roman press is only read in elegant extracts at Milan; the Milanese press is only read by politicians and journalists in Rome; Sicily and Naples provide their own journals for their own populations, while Turin has a special journalistic pabulum for Piedmont. The lack of special newspaper trains, the slowness of communication, and the strongly particularistic feelings which still prevail all over Italy prevent any one newspaper from attaining the huge circulation of the great London dailies. Hence, in all the largest Italian journals local affairs assume a prominence which they never attain in the London press, while it matters little to the Milanese how the Romans are governed.

The Italian press, like the foreign correspondent in Italy, is liable to the censorship of telegrams. The censor may consider it bad for public morals that the Rome correspondent of a Sardinian newspaper should

telegraph to his journal the news that the Speaker of the Chamber is about to resign, or that the Cabinet is not absolutely harmonious. The censorship is usually more severe—as is only to be expected—under Liberal Ministries than under Conservative administrations—less easily moved by what the newspapers may say than are Liberal politicians.

While the large Italian journals are paying properties it is difficult to see how the smaller newspapers can be a commercial success. There is hardly a single daily paper in Italy which costs more than half a penny, and none has the vast advertisements of great London morning journals. Nor does journalism now lead, as it used to do, to the highest offices of the State. Most of the great men who made Italy were, or had been at one time, writers for the press; but Crispi was the last journalist who became Prime Minister.—Rome Correspondent, London Post.

IS THE SOUTH GOING DRY?

Georgia's adoption of State prohibition by legislative enactment directs national attention to the marvelous progress of this idea in the Southern States.

In the North, except in Indiana, Ohio and Southern Illinois, the prohibition sentiment is moribund, if not dead, but in the South it is sweeping onward with relentless and irresistible force, gaining new converts and increasing in power every year.

Seven-eighths of the territory of the Southern States is to-day "dry," and it is believed that a majority of the population favors national prohibition. The Anti-Saloon League is well organized in most of the States, and is pursuing a quiet, determined, relentless opposition to the liquor business.

To-day there are fewer saloons in the thirteen Southern States than in Greater New York, and only a few more than in the city of Chicago. In New York there are 30,000 places where liquor is sold, in Chicago 28,000, and in the entire South only 29,000. In New York State the estimated population in 1905 was 8,160,000, and the Government issued in the State that year 34,080 "special-tax stamps" to persons desiring to engage in the manufacture and sale of liquor. The thirteen Southern States, with 23,500,000 people, secured in 1906 less than 30,000 stamps.

President Marion E. Taylor of the National Liquor Dealers' Convention, held in June at Atlantic City, in calling attention to the assaults made by Prohibitionists on the liquor business, especially in the South, said: "Our only recourse now is to save our business. Unless we work with energy and determination to stop this tidal wave, every State in the South will be closed against us."

Measures designed to restrict or absolutely prohibit the manufacture and sale of alcoholic beverages have been introduced since the first of the year in the Legislatures of half a dozen Southern States, and in almost every instance have resulted in new victories for the prohibition cause.—John Corrigan in Review of Reviews.

The Sydney (Australia) Trades Hall Board has received £1000 from the Eight Hour Committee, which resulted from the profits of last year's demonstration.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

THE LUSITANIA'S TRIUMPH.

Again the Lusitania has wrested from its rivals the honors of the North Atlantic, completing the achievement of its maiden voyage, when it made the passage across in the shortest time, by capturing two more records—the supremely coveted one of having made the highest average speed for the entire passage, and the greatest number of miles traversed in a single day. These are in addition to the bettering of its own first record from Queens-town to Sandy Hook, and as the ship has but to increase its average speed to the $24\frac{1}{2}$ knots required by the Admiralty agreement, it can well afford to rest on its laurels for a while. The ship gives promise of equaling every expectation of its designers, builders and owners, and fully justifies the enthusiastic pride which is cherished in the heart of every patriotic Briton at its wonderful performance.

Tables of the Atlantic speed records are unsatisfactory and misleading, no two voyages being made under exactly the same conditions, and accurate comparison between voyages made between different ports is not easy. For instance, the Lucania's record passage between Queenstown and New York of 5 days, 7 hours and 23 minutes, made in 1894, was not broken until the Lusitania's maiden voyage last month, but the Lucania long ago yielded the palm to three German ships, which by reason of their longer paths took a longer time in making the passage. The Lucania made an average speed of 22.01 knots for that voyage, as against the 22.63 logged by the Kaiser Wilhelm der Grosse in a passage consuming 5 days and 16 hours, while the Deutschland's famous record speed of 23.51 knots was made on a voyage occupying 5 days, 7 hours and 39 minutes. The latter record is disputed by the Kaiser Wilhelm II, which claims to have attained a speed of 23.58 knots on a voyage in 1904 between New York and Plymouth that took 5 days, 11 hours and 58 minutes.

All these niceties of comparison are now, however, rendered of no account by the performance of the Lusitania, which by attaining a speed for the voyage of 24 knots and a time of 4 days and 20 hours has eliminated all possibilities for dispute as to the holder of the flag. So also it has exceeded the Deutschland's "highest day's run" of 601 knots, the equivalent of 692 miles, by steaming 608 knots, or 699.2 miles, in 24 hours.

Perhaps a clearer understanding of what the Lusitania has done will be had by a comparison of speed and distance with land travel over a corresponding distance. To go from Philadelphia to San Francisco by the most direct route ordinarily requires a journey of about 100 hours, or 4 days and 4 or 5 hours. This means an average speed of a little more than 30 miles an hour for the entire distance of about 3160 miles, covered by a single train, with limited capacity for passengers and none at all for freight. To drive the Lusitania, on the other hand, on its way across the deep, at a speed nearly as greatly as the transcontinental trains (or, to be exact, about 27.6 miles an hour), a horsepower is exerted nearly 40 times that of the locomotive that does the work on land. And whereas the train at the most weighs 300 tons, the steamship alone displaces in the neighborhood of 40,000 tons, and

carries besides 3000 passengers, 1500 tons of cargo and all the fuel and supplies for the voyage. This is not a comparison of costs, but one of physical performance, and it is certainly a striking one.—Philadelphia Public Ledger.

POLITICAL UNREST IN INDIA.

The world's political center of gravity is changing. If one were asked to name the four or five most significant events that have happened during the last twelve months he should include among them these three: The adoption of a constitutional form of government by Persia, the insistence by the last session of the Indian National Congress upon the rights of the Indian people as British subjects to govern themselves, and the decree issued by the Emperor of China calling upon the Chinese to prepare so that within ten years that empire would be ready to adopt a constitutional form of government.

India is well within the circle of this world movement. There are many things to indicate that the people of India are slowly finding themselves, are coming to their own. Everywhere there is ferment and a murmur of discontent. The cry, "Bande mataram!" (Hail to the mother country) is heard throughout the land, and "swaraj" (home rule) and "swadeshi" (home country) have become words of magic to conjure with. What does it all mean? Briefly and fundamentally it means this: A new nation is about to be born.

There are three dominant notes in the murmur of discontent, one political, another industrial, and the third religious and social. During Christmas week of 1906 Dadabhai Naoroji, a Parsee gentleman of Bombay, for some years past resident in England and formerly a member of the British Parliament, in the course of his presidential address at the opening of the twenty-second session of the Indian National Congress, insisted upon the right of the Indian people as British subjects to govern themselves and asked that this right be realized. There were nearly 10,000 delegates and visitors present, and the address was received with a tumult of applause. The members of the congress belong, for the most part, to the Moderate party. They maintain an attitude of confidence toward the British Government, and believe that in the end they will gain what they ask by persistent agitation. They do not on any account wish the guiding hand of the British Raj to be withdrawn, for they know full well that the people of India are not yet ready to take the Government into their own hands. There is, on the other hand, an "Extreme" party, led by such men as Bal Gangadhar Tilak of Poona, Bipin Chandra Pal of Calcutta and Lala Lajpat Rai of Lahore, who openly assert that it is useless to continue to ask the Government for what they want; that to do so is to play the part of beggars, and that the thing to do is to take by force what they can not get otherwise.—American Review of Reviews.

Demand the union label on all products!

DRINK HABIT IN CANADA.

Canon Welch rendered a good service by his straight and rather courageous words of denunciation touching the social habits of not a few of Toronto's "four hundred," and the general increase not only in drinking, but also in drunkenness. The sermon, addressed to a Massey Hall audience composed largely of the militia forces of Toronto and the Ancient and Honorable Artillery Company of Massachusetts, was a timely warning against a growing evil in Canadian life. And it required not only the prophet's sense of public responsibility, but also his fearlessness for the preacher from St. James to strike so direct a blow at one of the chief sins of the social circles to which not a few of those who heard his words belong.

Canon Welch is quite within the mark in his estimate of the down-grade tendencies during the past ten years. Not only do the police records show an alarming increase in the number of convictions for drunkenness, but those who know the habits of society as seen at small pleasure parties, at social functions, at private and semi-private dinners and at banquets of various sorts, know right well that the use of wines and liquors has considerably increased and is now common in circles where it was unknown ten years ago. The increase of the drink habit among women is even more alarming than among men. Not only at private parties, but also on semi-public occasions at leading down-town restaurants and hotels the ugly facts are too often forced into prominence.

A variety of causes contributes to the present situation. The influx of people from Britain, where the drink habit is more prevalent, has provided recruits for the roll of drunkenness at both ends of the social scale. The shifting of the emphasis in the temperance crusade from the total abstinence of the individual to prohibition by the State has allowed the growth of a generation very largely untaught and unpledged, so far as personal convictions and habits are concerned. The general prosperity of the country, providing an abundance for the average man and luxury for not a few, has made possible excessive expenditures in all directions, and with many excess in eating and drinking and dressing is the most desirable way of using surplus wealth. Among women, especially among a certain class of young women, the foolish notion that drinking champagne is "chic," just a little bit wicked, is sufficient reason for acquiring the habit.—Toronto Globe.

Laden with a ballast cargo of 150 tons, direct from Dundee, Scotland, the new steel freighter G. R. Crowe arrived at Toronto recently. The vessel is the latest addition to the St. Lawrence & Chicago Steam Navigation Company and has been specially built for the Canadian grain trade, although also adapted to general freight business. The keel of the boat was laid in Dundee May 15 of this year and she was completed on September 10. She is 260 feet in length, has a beam of 43 feet and 9 inches and is 26 feet deep.

Home News.

The Grand Jury of Marshall county, Iowa, has indicted the Chicago Great Western Railway on two counts for selling liquor on trains.

President Roosevelt on October 26 issued his Thanksgiving proclamation, through the Secretary of State, naming the last Thursday in November, the 28th.

Mrs. Evelyn Romadka, wife of a Milwaukee millionaire, was indicted at Chicago, Ill., on October 31, on six counts, alleging burglary and receiving stolen property.

According to a dispatch since the first of the year there have arrived at the port of Salina Cruz, Mexico, 4763 Chinese. Of this total two-thirds have for their destination the United States.

The Supreme Court of Massachusetts, in deciding against the validity of a voting machine in that State declared that any method of voting which hides the ballot from the voter is unconstitutional.

Hawaii's sugar crop for 1907 is the largest in the history of the Islands. It amounts to 420,000 tons. Next year's crop promises to reach 575,000 tons. This large increase is due to the extension of acreage and irrigation.

President Roosevelt will issue the proclamation admitting the new State of Oklahoma on November 16 next. The Constitution was formally placed in his hand by Governor Frantz and a large delegation from Oklahoma on October 28.

Edward Payson Weston, the seventy-year-old pedestrian who set out from Portland, Me., on October 29, to beat his record of forty years ago walking to Chicago, arrived at Newburyport, Mass., at 9:30 on the 30th. He was eleven miles ahead of his record.

The Ute Indians have promised to cause no disturbance while representatives of the tribe are sent to Washington to lay their grievances before the Government. Chief Red Cap, however, refused to recognize the orders of Captain Downs that Ute children be sent to school.

The comparative statement of the Government's receipts and expenditures shows that for the month of October, 1907, the receipts amounted to \$59,028,245 and the expenditures to \$58,544,357, leaving a surplus for the month of about \$484,000. For October, 1906, the surplus was about \$2,600,000.

Clergymen of Philadelphia, Pa., have entered into a vigorous campaign to stop Sunday baseball at League Island. Having found that the protests to the Commandant are unavailing, they have decided to petition President Roosevelt to prohibit a sport which, ministers say, is harmful to the city.

Former Banker Thomas Cogshill, of Seymour, Wis., pleaded guilty in the Federal Court at Milwaukee, Wis., on October 21 to having lost \$40,000 of the bank's funds in wheat speculation in Chicago. He was sentenced to five years' imprisonment in the Federal penitentiary at Fort Leavenworth, Kas.

The total number of United States pensioners on June 30, 1907, was 967,371 and the total value of the pension roll at that date was \$140,850,880. This is greater by \$4,613,131 than the value of the roll for the year previous and is accounted for by the higher rates of pensions provided for by the Act of February, 1907.

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Many apprentice seamen, when going aloft for the first time, are afraid that the top is crowded, but always when they get up through the "lubber's hole" they find plenty of room; likewise, many apprentice seamen and enlisted men fear there is no room at the top for them in the navy, that the higher positions are so filled up that they cannot hope to gain one. This is wrong. There are plenty of high positions waiting for ambitious men in the navy, if they will but properly qualify themselves. Every new ship that goes into commission increases these opportunities. If you wish to climb to a higher berth, an institution that has helped hundreds of men to better themselves will help YOU to secure a higher rating in the simplest, surest, and quickest way in the world. You need not leave your ship, nor use but a small part of your spare time off duty. It costs you nothing to investigate; simply mark and mail the coupon below. Will you answer Opportunity's knock, or does she have to break in your door with an axe? Send in the coupon NOW.

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Pacific Coast Marine.

Captain Pillsbury, the marine underwriter, thinks that the British steamer Queen Cristina can be saved next spring. He placed a watchman at the wreck.

Captain B. Lee has been appointed to the command of the steamer Phoenix, vice Captain Sandberg, and Captain O. A. Lilleland to the command of the steamer Coquille River, vice Captain Hansen.

The Tahoe, a new lumber steamer, made her first appearance in San Francisco on October 31. The Tahoe, in command of Captain Peterson, was towed down from Eureka in ballast by the tug De-fiance.

Captain Bunting, of the steamer Colonel E. L. Drake, reports to the San Francisco Branch Hydrographic office that at 2 p. m., October 26, he found Dungeness Shoal red nun buoy, No. 2, adrift two miles NNW. of Dungeness light.

The Chamber of Commerce of San Francisco is sending to its members letters of inquiry concerning the utility of the Panama route for freight transportation between San Francisco and the Atlantic States.

Captain Harry B. Weaver, one of the best known and most popular shipmaster on the Pacific Coast, died in the Providence Hospital at Seattle, Wash., on October 27 from typhoid fever. Deceased was a native of Nova Scotia, aged 43 years.

James Collarey, second fireman on the United States steamer Albatross, in the service of the Bureau of Fisheries, was killed at Honolulu, T. H., on October 28 by the explosion of a stop valve in the steam pipes connecting the ship's boilers.

Former employes of the tug Fearless have brought suit against the Spreckels Brothers' Company at Honolulu, T. H., for a share of the salvage received from the salvaging of the steamer Manchuria, transport Sheridan and the steamer Don Ernest Reyes.

E. Rickert of San Francisco filed a suit in libel in the United States District Court on October 29 against the steamship Acapulco of the Pacific Mail Steamship Company to recover \$500 for merchandise destroyed when the Acapulco sank at her dock on August 26 last.

The steam-schooner Yellowstone made her trial trip around San Francisco Bay on October 31. The Yellowstone was built for C. R. McCormick at the Fulton Iron Works. She is of 456 tons gross, and will go into the lumber trade between Puget Sound and San Francisco.

With 11,000 pounds of whalebone, 180 fox and 7 bear skins, the whaling steamer Jeannette arrived at San Francisco on November 1 from the Arctic after an absence of nearly eight months. The Jeannette left San Francisco on March 14, and while up in the Arctic experienced very rough weather.

The many friends of Captain George H. Varney, formerly captain of the Golden Gate Life Savings Station, are congratulating him on his appointment as Superintendent of the Thirteenth District, United States Life-Saving Service. Captain Varney succeeds the late Major T. J. Blakey, deceased.

A libel suit was filed in the United States District Court at San Francisco on October 30 by Laehman & Jacobi, against the steamship Acapulco and the Pacific Mail Steamship Company, to recover \$3985 damages to a shipment of goods alleged to have been destroyed when the Acapulco sank at her dock last August.

Captain Charles Bailey, of the Columbia (Or.) bar tug Tatoosh, met with a painful accident on November 1 by dislocating the bones of his left ankle. In addition, he severely bruised his right leg and it will be some time before he will be able to resume his duties again. Captain M. D. Staples is temporarily in command of the Tatoosh.

A telegram received in London from Vladivostok on October 30 conveys the information that the German steamer Eva arrived from Tacoma with sundry losses and damages sustained in heavy weather. The Eva was damaged a good deal about the deck and part of the cargo was destroyed.

President W. F. McGregor, of the Alaska Fishermen's Packing Company, has closed a charter with the owners of the American ship Emily Reed to take its cannery crew and supplies to its cannery on the Nushagak River, Bristol Bay, Alaska, next season. The vessel is now loading coal at Newcastle, Australia, and will arrive in ample time to start on her cruise North.

The steam-schooner Aurelia was towed into Eureka, Cal., on October 31, having laid outside the bar flying distress signals. The vessel was on her way from Portland to San Francisco and when off Mendocino coast and her steam valve broke, when she turned around and entered Humboldt Bay for repairs. When at the dock she listed and for a time it was thought that she would turn over.

Following is the reinsurance list, as posted at San Francisco on November 1: Silberhorn, 142 days from Newcastle, Australia, for Pisagua, 85 per cent; Arthur Sewell, 213 days from New York for Seattle, 50 per cent; Adolph Orlig, 208 days from New York for San Francisco, 30 per cent; Glenogil, 169 days from Liverpool for San Diego, 10 per cent; Lauriston, 135 days from Tumbry Bay for Falmouth, 10 per cent.

The Alaska-Pacific Steamship Company's steamer Watson, which sailed from San Francisco on November 2 for Seattle and Tacoma with seventy passengers and a full cargo, has on board 1846 boxes of apples which could not be placed on board the Australian liner Aeon for want of space. These apples will be taken to Seattle and transferred to Victoria for shipment by the next steamer going to the Antipodes. They will form the second and last shipment of this class of freight to Australia for the present season.

The Pacific Coast Steamship Company's Mexican liner Curacao arrived at San Francisco on November 1 from Guaymas, via Ensenada, with fourteen passengers, \$100,000 bullion and a light cargo. During the voyage the Curacao experienced a hurricane off Mazatlan. The storm was the precursor of the waterspout, cloudburst and landslide which wrought such devastation at San Jose del Cabo. During the hurricane the steamer Limantour, which was lying off Mazatlan, was dismantled, and received serious damage to her decks and hull.

The Supervising Inspector-General at Washington has sustained the decision of Captain John Birmingham, the Supervising Inspector of the San Francisco District, in revoking the license of Captain B. Hendrickson, of the San Pedro, which collided with the ill-fated Columbia last July off Eureka. The Supervising Inspector-General says: "I have very carefully gone over the evidence adduced at the investigation of the causes that led up to the collision of the steamers Columbia and San Pedro and can find nothing therein that would justify any change or modification of the decision."

Joseph Ash, 14 years of age, an apprentice on the British ship Monkbarns, which arrived at San Francisco on October 29 from Antwerp, died of typhoid fever on July 28 near Madeira. Captain Parry stood off Farachul, Madeira, at 8 a. m. July 7 for the purpose of getting medical assistance, but the pilot whom he spoke informed the captain that no doctor would board the ship unless she anchored in the harbor. The Monkbarns was kept waiting until midnight and then forced to proceed to sea. It was impossible to keep the ship near the harbor on account of the baffling winds and strong current.

Lawrence O. Murray, Assistant Secretary of the Department of Commerce and Labor, has dismissed the charges against the Supervising Inspector of the San Francisco district made by Robert Hawse, mate of the Columbia, who claimed that Captain Birmingham, in his decision, was unfair in saying that "a more courageous mate would have saved more lives." Hawse asked for a Federal inquiry. The Assistant Secretary of the Department of Commerce and Labor says "the charges against the Supervising Inspector of the First District are not sufficient to justify Federal inquiry, and they are dismissed."

A report received at San Francisco on October 31 says that the ship Tillie E. Starbuck which, some days ago, was reported as having been abandoned at sea on the voyage from New York to Honolulu, encountered a terrific storm in the Pacific, which carried away her masts. The storm broke on the ship on July 31, in latitude 38 degrees south, and longitude 91 degrees west. After remaining on board until August 16, the crew was picked up by the British ship Cambuskenneth and taken to Coquimbo. The Tillie E. Starbuck was set on fire before being abandoned by the crew, to prevent her becoming a danger to passing vessels.

The Occidental and Oriental liner Asia arrived at San Francisco on October 28, having on board the master and shipwrecked crew of the American whaling vessel Carrie and Annie. The whaler was blown ashore in Luzon Bay in the Okhotsk Sea on August 30. She was anchored a mile and a half from land, when the anchor broke during a storm. Captain Thomas managed to tack, but in attempting to tack again the vessel was blown ashore. No one was lost. The Carrie and Annie had caught one whale and had 700 pounds of bone on board, which was transferred to the whaler John Winthrop, now on the way to San Francisco.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 6, 1907.

SEAMEN'S UNIONS OF EUROPE.

While organization among the seamen of America has made splendid progress in the recent past, the seamen of continental Europe have kept pace with the forward movement, and notwithstanding repeated onslaughts by Employers' Associations the seamen's unions of Europe have been built up and perfected far beyond the hopes of the men who have for many years watched and grown weary of the slow progress of the Brotherhood of the Sea in Europe.

Particularly noteworthy are the rapid strides made by the organized seamen of Germany in the upbuilding of their union during the year. At the close of the year 1906 the membership of the German Seamen's Union was 7,132. At the end of the first quarter of the current year the membership had increased to 15,027. The growth of the union continued during the second quarter to such an extent that on July 1, 1907, the membership was 17,515. The funds in the treasury of the German Seamen's Union, which at the close of 1906 amounted to 121,430 marks (\$30,450), increased during the first six months of 1907 to 182,707 marks (\$45,670).

A movement has been inaugurated in Bergen, Norway, to organize a National Seamen's Union of Norway.

In Sweden and Denmark shipowners have long realized that seamen's unions have come to stay and many of the larger firms recognize the seamen's organizations, and transact business with them to mutual advantage. Some of the most bitter and prolonged maritime strikes and general lock-outs have taken place in Denmark, but whenever the Danish shipowners figured that they had just about annihilated the seamen's organization the union shortly after re-appeared under a different name, but having the same aim and ready to battle for just and fair conditions. At present the two Danish seamen's unions, firemen and sailors, are strong, both numerically and financially.

In Russia, where in October, 1905, workmen were given the right to organize industrially, the seamen have not been slow in

forming unions of their craft. In the Caspian Sea the union boasts of a membership exceeding 4,000. In the ports of the Black Sea and on the Baltic there is a constantly growing activity in trade unionism among seamen.

In the Mediterranean ports of Austria, Italy, France and Spain unions of seafarers have gradually become stable and permanent institutions.

Last, but not least, of the continental European seamen's unions are the small, but old and strong organizations of seamen in Holland and Belgium.

Altogether, the seamen of Europe are more than holding their own in the general forward march of trade unionism, leading step by step to the full realization of our ideals and ultimately to the Brotherhood of the Sea.

SALVAGE SUIT DISMISSED.

A libel suit brought by John Renovich, a fireman, to recover salvage for services which he performed in saving the steam tug John A. Hughes while she was adrift in a storm at the Delaware Breakwater, on September 14, 1904, has been dismissed by Judge Cross, of the United States District Court in Trenton, Pa. In his decision Judge Cross says that before a seaman can recover for salvage he must have been discharged from his service and his duty to the ship be ended, or the ship must have been abandoned and no intention shown of recovering her, in which case his contract is impliedly ended by law.

The general law is that members of the crew cannot claim as salvors of their own vessels and cargo, because it is their duty to save them if possible. It makes no difference in considering the question how laborious or meritorious their service may have been, since it will be regarded as within the line of duty, unless there be an absolute abandonment of the vessel by order of the master and their contract thereby impliedly terminated. Their duty to preserve the vessel and cargo continues as long as they are members of the crew.

Ed. Anderson, Andrew Furuseth and Walter Macarthur of the Sailors' Union of the Pacific, and C. J. Harrington of the Marine Firemen, Oilers' and Watertenders' of the Pacific, left San Francisco on Tuesday, November 5th, for Norfolk, Va., to attend the convention of the American Federation of Labor. Comrade Macarthur will represent the California State Federation of Labor at the convention. The other three comrades named, in conjunction with Comrade Victor A. Olander, of the Lake Seamen's Union, will represent the International Seamen's Union of America. Daniel Sullivan, secretary of the Atlantic Coast Marine Firemen's Union, has been elected as the delegate of Brooklyn Central Labor Council to the American Federation of Labor Convention. Thus there will be six members of the International Seamen's Union at the Norfolk convention, and the character and recognized ability of the six above named comrades are a sufficient guaranty that all questions affecting the men who go to sea for a livelihood will be ably presented and championed.

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FROM OUR CONTEMPORARIES.

THE JOURNAL herewith republishes the comment of several contemporaries upon the recent "coming of age" of this paper. Regarding the "personal mention" with which the "staff" is honored in these congratulatory sentiments, we feel bound to disclaim all undue credit for the standing achieved by THE JOURNAL. The continued, and let us hope successful, career of the paper is due to one underlying and sustaining cause, the support and devotion of its owners, the organized seamen of the United States. The part played by the editor and his associates has been at most that of an instrument guided and inspired by the genius of organization. Our contemporaries' remarks are as follows:

The Coast Seamen's Journal has attained its majority—is now 21 years of age—and one of the best trade-union journals published.—Central Union Times, Jacksonville, Fla.

The Coast Seamen's Journal, official organ of the seamen of the country, has just entered upon its twenty-first volume. The Journal is one of the best edited journals that comes to us, and Labor News wishes it many more anniversaries.—Labor News, Greensboro, N. C.

Walter Macarthur's Coast Seamen's Journal celebrated its twenty-first birthday last week. It is one of the brightest, cleanest and neatest papers published by a union in America and is a credit to the seamen and the men in charge of it. It is always a welcome visitor to the Western Laborer office.—Western Laborer, Omaha, Neb.

The Coast Seamen's Journal of San Francisco became twenty-one years of age on September 25, 1907. It is, as its headlines state, "A Journal of Seamen, by Seamen, for Seamen," and its aim "The Brotherhood of the Sea." As one of the most noted labor papers in the world, the Coast Seamen's Journal is clipped by every organ of labor throughout the land—and no greater compliment can be paid to its merits. Its editor, Walter Macarthur, is a writer of good English, a rare possession, and his editorial opinions are looked for by all who study the trade-union movement.—The Citizen, Los Angeles, Cal.

Volume XXI, No. 1, of the Coast Seamen's Journal, official paper of the International Seamen's Union of America, comes to hand, announcing its entrance upon its twenty-first year of publication. The Journal does not herald its "coming of age" with blare or boast; it follows its well-known, established custom of presenting the story in an interesting review, worth perusal. Walter Macarthur, its editor, has impressed his strong personality on the Journal, and as a consequence, it is without a rival in its own field. Here's hoping that the Brotherhood of the Sea and its excellent paper will live many times 21 years, and reap the success they so richly deserve.—Mixer and Server, Cincinnati, O.

The Coast Seamen's Journal, edited by that sterling and brainy man, Walter Macarthur, has just attained its twenty-first birthday—is of age. The Coast Seamen's Journal is Walter Macarthur. To those who know Macarthur, that is sufficient. No more unselfish man lives to voice the plaint of Labor. No more self-sacrificing unionist has appeared in public in San Francisco to offset the evil opinion created against labor unionists by too many of their rascally leaders. Add to his unselfishness, his public spirit, his thorough honesty, his unswerving devotion to principle, his fearlessness in roundly criticising when necessary the labor unions to whose principles and elevation he has devoted his life, the fact that Walter Macarthur is one of the ablest men in California, one of the best-read men and one of the deepest thinkers, and our readers will know why The Bee is proud to doff its hat to him, and wish him and his Coast Seamen's Journal all the success they so richly deserve.—Sacramento Bee.

With last week's issue the Coast Seamen's Journal entered upon its twenty-first year—it is of age.

We doff our editorial hat and congratulate the Journal for what it has done, not only for the sailors, but for all mankind, during its career. We earnestly wish that it may be able to do even more in the future than in the past, if that be possible.

We may remark that we were present at the birth of the Coast Seamen's Journal. We sympathized with its purposes then, and we do now.

We remember it as a little four-page sheet, struggling for existence, under the able editorial management of W. J. B. Mackay, one of Nature's noblemen. We know of its struggle and have watched with never-failing interest its grand work for the good of all—sea man or any other kind of men.

The twenty-first anniversary of the publication of the Coast Seamen's Journal is a noteworthy event, for that "obscure" paper has accomplished much—far more than The Star can tell in a paragraph.

In the whole wide world there is not an abler, squarer Union Labor paper than the Coast Seamen's Journal, now and for many years past edited by that stalwart champion of Freedom, Walter Macarthur—a man who looks you straight in the eye and at once convinces you that he is one who loves his fellow men.

We congratulate Walter Macarthur, the editor, as we do Paul Scharrenberg, the business manager, of the Coast Seamen's Journal. And we also congratulate the International Seamen's Union of America that it has so able and honest a journal to advocate its cause.

May the Coast Seamen's Journal live as long as there are "wrongs that need resistance," and be ever as ably edited and managed as it always has been.—San Francisco Star.

THE JOURNAL is in receipt of the opinion and decision of Judge Dole, of Honolulu, H. T., awarding \$17,500 damages to the first mate of the barkentine Fullerton for personal injuries received through defective appliances on that vessel. In view of the importance of the case to American seamen the opinion will be published in a future issue of THE JOURNAL.

Subscribers of THE JOURNAL who file their copies for binding purposes will be supplied with the Index to Volume XX. upon application to the business manager.

THE LABOR UNION.

(Continued from Page 1.)

cerned or the representatives of all concerned; free and fair agreement, instead of something like the old slave state.

"Trade unions," said Gladstone, "are the bulwarks of modern democracies." "Thank God," exclaimed Lincoln, "we have a system of labor where there can be a strike!" Both were right; for the wide division and diffusion of property SOFTENS THE LINES OF CLASS DEMARCATION, as Lecky has observed, and especially discourages the rise of aristocracies of wealth on the one hand and dangerous tendencies to revolution on the other, and THE UNIONS DIRECTLY PROMOTE SUCH DIVISION AND DIFFUSION. "Strikes," wrote John Stuart Mill, "and the trade societies which render strikes possible, are not a mischievous, but, on the contrary, a valuable part of the existing machinery of society"; and this because, to quote him further, the unions make toward "THAT REGULAR PARTICIPATION OF THE LABORERS IN THE PROFITS OF THEIR LABOR, EVERY TENDENCY TO WHICH IT IS SO IMPORTANT TO ENCOURAGE, SINCE TO IT WE HAVE CHIEFLY TO LOOK FOR ANY RADICAL IMPROVEMENT IN THE SOCIAL AND ECONOMICAL RELATIONS BETWEEN LABOR AND CAPITAL."

It is agreeable to feel, too, that in the readjustments of fortunes the labor unions tend to bring about, the scaling down of inordinate riches, in order that there may be a leveling-up where equity demands, is quite as likely to benefit the rich as the poor. In this regard a passage from the pen of Herbert Spencer deserves reflection: "The bias of rulers and masters makes it difficult for them to conceive that a decline of class-power and a decrease of class-distinction may be accompanied by improvement not only in the lives of the regulated classes, but in the lives of the regulating classes. The sentiments and ideas

proper to the existing social organization, prevent the rich from seeing that worry and weariness and disappointment result to them indirectly from this social system apparently so conducive to their welfare. Yet, would they contemplate the past, they might find strong reasons for suspecting as much. The baron of feudal days never imagined the possibility of social arrangements that would serve him far better than the arrangements he so strenuously upheld; nor did he see in the arrangements he upheld the causes of his many sufferings and discomforts. Had he been told that a noble might be much happier without a moated castle, having its keep and secret passages and dungeons for prisoners—that he might be more secure without drawbridge and portcullis, men-at-arms and sentinels—that he might be in less danger having no vassals or hired mercenaries—that he might be wealthier without possessing a single serf; he would have thought the statements absurd even to the extent of insanity. It would have been useless to argue that the regime seeming so advantageous to him, entailed hardships of many kinds—perpetual feuds with his neighbors, open attacks, surprises, betrayals, revenges by equals, treacheries by inferiors; the continual carrying of arms and wearing of armor; the perpetual quarrelings of servants and disputes about vassals; the coarse and unvaried food supplied by an unprosperous agriculture; a domestic discomfort such as no modern servant would tolerate resulting in a wear and tear that brought life to a comparatively early close, if it was not violently cut short in battle or by murder. Yet what the class-bias of that time made it impossible for him to see, has become to his modern representative conspicuous enough. The peer of our day knows that he is better off without defensive appliances and retainers and serfs than his predecessor was with them. His country-house is more secure than an embattled tower; he is safer among his unarmed domestics than a feudal lord was when surrounded by armed guards; he is in less danger going about weaponless than was his mail-clad knight with lance and sword. Though he has no vassals to fight at his command, there is no suzerain who can call on him to sacrifice his in a quarrel not his own; though he can compel no one to labor, the labors of freemen make him immensely more wealthy than was the ancient holder of bondsmen; and along with the loss of direct control over workers there has grown up an industrial system which supplies him with multitudinous conveniences and luxuries undreamt of by him who had workers at his mercy.

"May we not, then, infer that just as the dominant classes of ancient days were prevented by the feelings and ideas appropriate to the then-existing social state, from seeing how much evil it brought on them, and how much better for them might be a social state in which their power was much less, so the dominant classes of the present day are prevented from seeing how the existing forms of class-subordination redound to their own injury, and how much happier may be their future representatives from having social positions less prominent? Occasionally recognizing, though they do, certain indirect evils attending their supremacy, they do not see that by accumulation these indirect evils constitute a penalty which supremacy brings on them. Though they repeat the trite reflection that riches fail to purchase content, they do not draw the inference that there must be something wrong in a system which thus deludes them."

To return; no doubt the unions are crude yet, many of them very crude; for we have not fared far from times when toilers were denied most of the opportunities without which progress toward enlightened views of rights, duties and the thousand-fold complexities of industry is certain to be slow. And no doubt some of them have dishonest leaders, and some have leaders sadly wanting in discretion. In consequence there are blundering policies here and there, and sometimes worse. But the things that now offend are "evils involved in the transition to better arrangements." Besides, what about the rest of the world and ITS imperfections?

Unionism is a wholesome institution and perhaps the most hopeful sign of growth out of what is left of human slavery; not without terrific turmoil, not without grievous stumbling; but roughly righting long-endured rough wrongs, and struggling stubbornly into the streaming truth. "Towards an eternal center of right and nobleness, and of that only, is all this confusion tending."—Edward J. Livernash, in San Francisco Bulletin.

DIED.

Fredolf Bjorkman, No. 387, a native of Sweden, aged 47, reported drowned about April 7, 1907, by Swedish Consul of San Francisco.

Marcus Gabrielson, No. 271, a native of Finland, aged 43, died at San Francisco, Cal., on November 3, 1907.

Reinhold Greiner, No. 745, a native of Germany, aged 20, died at San Francisco on October 29, 1907.

Daniel Johnson, No. 1011, a native of Sweden, aged 31, drowned from the schooner Chas. R. Wilson, at sea, on October 3, 1907.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 4, 1907.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman presiding. Secretary reported shipping dull. A donation of \$100 was made to the Commercial Telegraphers' Union on strike. Nominations were made for officers for the ensuing term.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Oct. 28, 1907.

Shipping fair; prospects uncertain.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Oct. 28, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Oct. 28, 1907.

Shipping and prospects fair.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Oct. 28, 1907.

Shipping slack.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Oct. 28, 1907.

Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 27, 1907.

No meeting; no quorum; shipping slack; prospects uncertain; no members ashore.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Oct. 28, 1907.

Shipping fair; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Oct. 21, 1907.

Situation unchanged.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 31, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping fair. Balloting on delegates to the International Seamen's Convention was proceeded with.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Oct. 24, 1907.

Shipping good.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Oct. 24, 1907.

No meeting; shipping poor.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Oct. 28, 1907.

Shipping fair.

WM. PENJE, Secretary.

143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Oct. 21, 1907.

Situation fair.

R. H. WALKER, Secretary.

55 Main St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Oct. 29, 1907.

Shipping fair; few members ashore.

JOHN THORMER, Secretary pro tem.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Oct. 23, 1907.

Shipping dull on account of strike of engineers.

DANIEL SULLIVAN, Secretary.
15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Oct. 29, 1907.

Situation unchanged.

H. P. GRIFFIN, Secretary.
42 South St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

ELECTRIC FIREBOATS.

The city of Chicago has ordered two electric fireboats which will be something new in harbor fire-fighting apparatus. The Manitowoc Drydock Company has contracted with the General Electric Company for the electrical equipment of these boats.

Each boat will be equipped with two 600-horse power Curtis steam turbines, which will be supplied with steam at a pressure of 100 pounds. A centrifugal pump of sufficient capacity to deliver 4,500 gallons of water per minute against a pressure of 150 pounds per square inch will be mounted on an extension of the bed plate of the turbine. A 200 kilowatt direct current generator will also be mounted upon the same bed plate and direct connected to each turbine.

The boats will be equipped with twin screws and each propeller shaft will be direct connected to a 250-horse power motor. A 25 kilowatt generator and an exciter of equal capacity will also be installed and will be driven by small turbines. The apparatus will be controlled from either the engine room or the pilot house.

This is the first equipment consisting of a generator and motor that has ever been installed for the operation of a ship's propeller. It is also the first electric fireboat.

The fact that the ship can be controlled from the pilot-house is an innovation. Heretofore the pilot has always signaled to the engineer. With these ships the pilot can manipulate the controlling switches with no more effort than formerly required to signal to the engineer, thus lessening the danger of errors in transmitting orders.

LIGHT NEEDED AT DULUTH.

Cleveland vessel captains who have been running to Duluth this season are unanimous in the opinion that a bright light is badly needed on the north pierhead at Duluth.

"The present range lights at Duluth are all right where they are," said a skipper recently who had been at that port, "but on a dark, rough night a boat would have to be abreast of the pierhead before her officers could distinguish it, and determine exactly how he is entering the harbor. A bright red or green light should be placed there. A simple post light would do if placed on a substantial structure, that would stand the seas that sweep over the pierhead. If the masters would decide upon what they want there, and ask for it in the proper way, they could get it soon."

Another captain suggests that every skipper going to Duluth attach to his clearance a demand for the light at the same time signifying the color of light he prefers.

Mariners all around the Great Lakes, Congressman W. J. Cary says, have indorsed the stand he has taken for larger portholes in all sea-going ships as a means of lessening loss of life in time of disaster.

For union-label products consult the JOURNAL's ad columns.

REPAIRING ON AMERICAN SIDE.

A recent change in Canadian Customs rulings, eliminating all tax upon repairs made on Canadian vessels in the United States, is already bringing much work from across the border to the American shipyards, although the knowledge of this ruling has not yet become general.

Detroit has reaped the benefit of the ruling to the extent of nearly \$100,000, and when it becomes known to all vesselowners in Canada that they can have their boats repaired at yards in the United States there will be a general rush for shipyards on the American side for repair work, Cleveland vesselmen believe. Canada has a big fleet now and the yards over there are not yet in the best shape to handle all the repair work.

Four jobs of considerable dimensions were done for Canadians at the Ecorse yards of the Great Lakes Engineering Works during the present season. The work on the steamer Neepawah cost \$21,000, and that on the Winona \$40,000, while the repairing of the Strathcona cost about \$8,000. The steamer Edmonton, which recently left the Ecorse yard, was extensively repaired.

The Detroit yards have been getting nearly all of the Canadian work, but it is the opinion of the vesselmen that some of it will go to Cleveland next season under the new ruling.

DREDGING SUPERIOR HARBOR.

The United States Lake Survey at Detroit reports that dredging of shoals off the mouth of Nemadji River in the Superior harbor basin and front channel has secured at the present time a deep channel past the mouth of the river, 245 feet wide at the narrowest portion. This least width is confined to a stretch 800 feet long, beginning opposite the mouth of the river and extending thence westerly.

In the harbor basin the north line of deep water is 1,100 feet north of the end of ore dock No. 3 (marked here by small red spar) and 800 feet from end of ore dock No. 1, measuring out on the line of the docks. Red channel buoy No. 2 marks the edge of deep water at the turn opposite the mouth of Nemadji River. Small temporary buoys, red on starboard and black on port side coming in, define the narrow portion of channel.

The work is in charge of Major Graham D. Fitch, United States Engineer at Duluth, and will be continued until late in the season. It is also expected to commence deepening the Lake approach to Superior entry to 30 feet during October.

Owing to numerous wrecks in the Detroit River this fall the Great Lakes Towing Company, whose headquarters are in Cleveland, has ordered the new steel tug Abner C. Harding, which has gone to Buffalo to get a new lighter, to remain in the Detroit River with the lighter to be on hand to give immediate aid to boats that may get into trouble. The wrecking lighter Newman, which has been located near Detroit for some years past, has been sent to Port Huron. The tug Brockway has been ordered to Amherstburg.

Demand the union label on all products.

ORDERS FOR NEW STEAMERS.

The American Shipbuilding Company has booked orders for two more boats to come out next season. One of the ships will be a passenger steamer, which will be operated between Buffalo and Crystal Beach, by the Crystal Beach Navigation Company. The new steamer will carry 3,000 passengers. She will have four decks and will be modern throughout. The keel will be laid at Wyandotte on December 1, and the completion of the steamer by May next is called for in the contract.

The second boat, which will be a modern freighter, will be built for Captain Charles L. Hutchinson. This steamer will be 452 feet over all, 432 feet keel- fifty-two feet beam and thirty feet deep. She will have triple expansion engines and Scotch boilers. The new boat will be completed by the opening of navigation next spring.

The steamer J. J. Sullivan, of the Hutchinson fleet, left for the head of Lake Superior recently for her first cargo. Captain W. P. Benham is master of the steamer.

WILL EXAMINE PORTAGE CANAL.

By order of Major Fitch, Assistant United States Engineer John H. Darling has been directed to examine the Portage entry ship canal to ascertain the feasibility of constructing a harbor of refuge at that point. This, if constructed, would be a great boon to the shipping interests. The waterway at the base of Keweenaw Point is being used more and more by all kinds of vessels and the Lily Pond, as the anchorage basin is called, is frequently crowded with vessels which are driven there for shelter. At both ends of the waterway the entrances are by no means of the best and could be easily improved. The Portage Canal east entrance is the only place between Chequamegon Bay and Marquette and affords good shelter for vessels and that is not an easy place to make in a storm. On the other side of Keweenaw Point, Manitou Island affords some shelter to those who may not wish to attempt the Portage Lake entry and the report of Major Fitch will be watched with much interest.

The excursion steamer which the Lake Erie Excursion Company, of Buffalo, closed a contract for with the American Shipbuilding Company recently, will be built at the Buffalo yard. The new boat, which will cost about \$225,000, will be operated between Buffalo and Crystal Beach. She will be ready for service by the opening of the excursion season in 1908. The steamer will be 215 feet over all, 45 feet beam and 56 feet beam over her guards.

Her construction will be entirely of steel, eliminating the question of fire. Her bulkheads, watertight compartments and water bottom will serve to make her almost, if not entirely, nonsinkable. Her machinery will be of the most modern and up-to-date type, triple expansion engine with single screw, two boilers 12 feet in diameter by 12½ feet long, fitted with Ellis & Eaves draft, insuring great economy in operation with great comfort for the firemen and engineer's crew. She will have capacity for about 3,500 passengers.

MARINE ITEMS.

The dredging of shoals off the mouth of Nemadji River in the Superior harbor basin and front channel has secured at the present time a deep channel past the mouth of the river, 245 feet wide at the narrowest portion.

Marine firemen all over the Lakes are preparing for the big annual ball to be held in Buffalo on the evening of January 2, when all the boats will be laid up and every fireman can attend. The money made at this annual affair is put into a fund for the benefit of agents, janitors and other members of the organization whose duties with the body compel them to be on shore.

The Lorain Steel Company, of Lorain, unloaded the steamer J. C. Wallace of 10,092 gross tons of ore in six hours and twenty-four minutes recently, using four ten-ton electric Hulett ore unloaders. In the hold only twenty-two men were used on about 25 per cent. of the cargo in cleaning up. This is at the rate of more than 394 tons per machine per hour, averaging over the entire cargo.

Underwriters have given the contract for raising the sunken steamer John W. Moore, lying in the Detroit River below Mamajuda light, to the Reid Wrecking Company, of Port Huron. Captain Reid expects to begin work early and certainly has no easy task before him. Bids for raising the boat were, Reid Wrecking Co., \$15,000; Capt. H. W. Baker, \$16,000; Donnelly Bros., Kingston, \$19,500.

POPULATION OF IRELAND.

A striking light is thrown on the condition of Ireland by the annual report of the Registrar-General of that island on the births, deaths and marriages in 1906.

The facts set forth in passionless figures are of a nature to depress friends of Ireland. A further decrease of 6235 in the population is recorded, in spite of the fact that the birth rate per thousand was 23.6, only a fraction below the average for the previous ten years. The excess of births over deaths was 29,109, while the loss by emigration was no fewer than 35,344. Since 1896 a total of 154,055 persons have left the country, the population steadily declining from the 4,542,061 recorded in that year to 4,388,066 in 1906.

It is significant that in the period between 1881 and 1901 the population of Scotland increased from 3,735,573 to 4,472,103. A detailed examination of the Irish emigration figures shows that the persons leaving the country are of the age most valuable to the country, 83.1 per cent being between the ages of 15 and 35.

Next to the decrease in the population the most serious thing revealed by the report is the terrible prevalence of consumption and kindred tuberculous diseases. These account for 11,756 deaths, or 15.8 per cent of the population. These are appalling figures, as the Registrar-General points out, and he urges that the matter should receive the attention of the Government, as the disease has proved to be in a great degree preventable, and the mortality from it has greatly decreased in England and Wales.

Demand the union label on all products.

William M. Mills, manager of the fleet of the Tonawanda Iron & Steel Company, Weston Transit Company, and the Frontier Steamship Company, has appointed James Colman of Detroit master of the steamer John Eddy, to succeed George H. Lane of Blenheim, Ont., who takes command of the steamer Legrand de Graff, succeeding Thomas Derringer, who will bring out the Josiah J. Munro.

Demand the union label on all products.

INFORMATION WANTED.

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

William Smith is requested to write to his sister, Mrs. Lot. Beeks, at Mannsville, N. Y. Important!

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Dennis Dunnigan is requested to communicate with Attorney T. E. McLaughlin, at Wilkes-Barre, Pa., or W. H. Junkins, Conneaut, Ohio, and call for mail at Conneaut.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.37 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
E. T. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

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Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kalsar, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

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Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Gocler's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).
Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
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Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

UNKNOWN NEW GUINEA.

Dr. Rudolf Poch, of Vienna, has shown that many valuable results of exploration are acquired by the long and patient efforts of solitary travelers. For two years (1904-1906) he wandered with four or five native carriers, three-fourths of the way around New Guinea, the second largest island in the world. He was engaged in anthropological and geographical study; chiefly back of the coasts, in regions where little as yet is known of the country and its inhabitants. All his time was spent in five districts of German, British and Dutch New Guinea; and it seems surprising that only twenty to forty miles inland, especially in the German territory, he reached virgin fields that no white man had visited. In his long report, published in the Zeitschrift of the Berlin Geographical Society, he gives reasons why so much of inner New Guinea is still little known.

Dr. Poch walked only two days inland from Potsdamhafen to reach villages and mountain valleys that had never seen white men, though the Germans have lived years at this port. Many similar instances occur in New Guinea, and Dr. Poch's explanation is found in the great difficulty of travel and the unfriendliness of the natives. In a short march inland from Potsdamhafen, for example, the native paths climb steep slopes, fall into deep and narrow valleys, or run along the sharp edge of ridges; and all the while the pedestrian feels swathed in straw, the grass that chokes the foot-wide path rising above his head, no movement of air among those giant growths, and above him, the blazing sun with its unmitigated outpouring of discomfort. This, he says, is the outline of many a pioneer journey in the great island as relates to physical misery; and none but a man of unusual tact and patience can fare safely among the natives.

The explorer found new illustrations of the fact that natives in one district may differ greatly in physical characteristics, in methods of house building and other rude arts and especially in speech from other tribes living only ten to fifteen miles away. He found two tribes that, while engaged in their traditional dances, sing the same songs, the text of which conveys no meaning to them. One tribe say they got these songs from the other tribe, who assert in turn that the songs were handed down by their fathers. These words of old tradition, in Dr. Poch's opinion, are words of a dead speech.—Cyrus C. Adams in Outing.

JAPAN ON THE HIGH SEAS.

Since her victories in the Yellow Sea and the Korean Straits, as well as in Manchuria, Japan has crowded forward by leaps and bounds. Twelve powerful fighting ships and armored cruisers, captured from Russia, now fly the emblem of the Rising Sun. Twelve powerful fighting ships, all but one carrying four twelve-inch guns, also stand ready to form a fleet to defend aggressively her waters against an invading enemy. In course of completion this young giant of the East has two battleships of 19,000 tons each. She is constructing four other armored cruisers equal to our battleships, and is employing her own shipyards to their fullest capacity. What this fullest capacity

means was emphasized by the presence, at the Jamestown Exposition, of the 16,000-ton Japanese cruiser Tsukuba, carrying a battery far superior to that of any American armored cruiser and equal to that of some of the biggest American battleships afloat, a vessel built by Japanese workmen, in Japanese shipyards, in one-half of the time that the United States has ever built one of its largest armored cruisers or battleships.

Japan is at present employing in ship-building and naval construction three times the number of men at work in all our navy yards.

She also has in commission sixteen armored cruisers, forty-five torpedo boat destroyers, seventeen first-class torpedo boats and thirteen submarines. Added to this fighting force Japan has a defensive fleet of thirty-eight cruisers, twenty-three gunboats and many war craft, which, while effective as a home guard, would be of no importance in an offensive movement in foreign waters. Her naval complement includes 3000 officers and 30,000 men, numerically one-fourth as large as Great Britain's; about half as large as France's.

In this connection the interesting question is raised: If Japan, which has attained such success in her battles at sea, has a proportion of 3000 officers to 30,000 men, would it not be wise to consider how the United States can be contented with one-third less officers to one-third more men, or slightly over 2000 officers to slightly under 40,000 men, which now constitutes our naval establishment? Can it be that the United States Government believes that two American officers can do as good work in the future and cover as many posts as three Japanese officers did during the Russian war, with the same numerical totals of personnel involved?—Broadway Magazine.

INCREASE OF CRIME IN GERMANY.

The Imperial Statistical Office has published some remarkable tables which show that during the last quarter of a century crime in the German Empire has been steadily increasing, and at a rate far in excess of the natural growth of the population.

Twenty-five years ago there were 104 convictions per 10,000 of the population; the number of the convictions now is 124. Of these categories of offenses treated, namely, offenses against property, against the person, and libelous charges, theft of all kinds has decreased to a remarkable extent, and is evidence of the increased prosperity of the nation, but crimes against the person, especially violent assaults, have increased to an alarming extent. They are relatively twice as many as they were twenty-five years ago. Libel convictions have also increased at a similar rate.

It is by no means the industrial districts of Germany which are signalized by the prevalence of crime. The agricultural provinces of East Posen and two provinces of East and West Prussia show the highest crime rate.

Most free of crime are the two duchies of Mecklenburg, Schleswig-Holstein, Schaumburg-Lippe and Waldeck. Bremen, with its surrounding district, is pre-eminently the most crime-laden city in Germany. Hanover is the town freest from crime. Berlin occupies a middle position.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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any of the above-mentioned places;
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FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

A. G. Oberg, No. 744, a retired member of the Sailors' Union of the Pacific, is inquired for by C. E. Roberts, 44-46 East street, San Francisco.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

August Martell, a native of Finland, aged about 47, last heard of on the Pacific Coast about 15 years ago, is inquired for by his brother. Address, Coast Seamen's Journal.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

ENGLAND, JAPAN AND RUSSIA.

Prior to the Russo-Japanese war, when Russia was supposed to be an extremely formidable military Power and when Great Britain was exposed to attack at her most vulnerable point—where her naval strength could not be brought to bear against the enemy—the alliance with Japan was exceedingly important. The benefits of that alliance were by no means one-sided. Japan was then, as she is now, very much in need of the assistance on the sea which Great Britain was pledged to give in certain exigencies, and it was the certainty that that aid would be promptly given that “kept the ring” during the war with Russia and prevented the embroilment of other nations. So obvious were the reciprocal benefits of the compact that as soon as the peace of Portsmouth was assured the allies strengthened the terms of the treaty, changing a conditional into a positive alliance—offensive and defensive—for the protection of their mutual interests in the Far East.

From the British point of view the great advantage of the alliance was the assurance that in the event of the long-threatened descent of the Russians on India the well-trained and tried soldiers of the Mikado, the men who had triumphed over the Russians at Port Arthur and Mukden, would be on hand to supplement the British forces. The full agreement with Russia as to the respective spheres of interest and ambition of the two Powers in the neighborhood of the frontiers of India, which has just been ratified at St. Petersburg, has radically changed the situation. Great Britain's weakest point is no longer menaced, the prospect of the little yellow men having to fight side by side with Britons, Sikhs and Gurkhas to check the advance of the Russians has become remote, and the alliance with Japan actually has become one-sided.

That Japan recognizes the changed position of affairs is indicated by the marked change of her attitude toward the rest of the world. There is a conspicuous moderation of the tone of communications from the Government at Tokio. The sudden hush in the warlike talk that followed the intimation that the United States was about to transfer its battle fleet to the Pacific is, to say the least, significant, especially as it was synchronous with the announcements of the conclusion of the long and difficult diplomatic negotiations that preceded the agreement between Japan's allies and the Russian Government. There is no more prospect now than then of a war following the voyage of the American fleet to the Pacific, but the Japanese have now another viewpoint that is more modest and conciliatory. Perhaps the British outbreak against Japanese labor in British Columbia, and the awkward situation created for Japan thereby, had something to do with it, but the greater probability points to the position in which the alliance is left as the moderating influence.

From the moment of the announcement of the alliance there were critics who, while admitting the immense influence it was likely to exert in the preservation of the peace in Eastern Asia, yet predicted that conditions were bound to arise that would make so close a relationship with a Mongolian Power a source of embarrassment to Great Britain. That prediction has already been

verified, but so long as the Russian menace remained Englishmen accepted the drawbacks as part of the price for the undoubted advantages of the alliance. Those advantages have been in effect nullified by the Russian understanding, and the result is the present peculiar state of affairs in the Far East. No one will suspect the British of a desire to escape from the obligations they have assumed, but that their influence will be exerted to the utmost to prevent their ally from disturbing the peace of the East is undoubted. If the Anglo-Japanese alliance was a guarantee of the peace of the Far East, the Anglo-Russian treaty is a re-insurance of the highest value and importance. The former treaty has until 1915 to run. It is by no means probable that it will be renewed in its present form.—Philadelphia Public Ledger.

FREEHOLDERS IN FRANCE.

Consul-General Robert P. Skinner of Marseilles, France, has made an interesting report on the subject of freeholders and real estate transactions in that country, in which he says that there are 8,000,000 freeholders in France, and outlines a system whereby French workingmen own their little country homes. Mr. Skinner says in part:

“There are upward of 8,000,000 separate freeholds in France, as compared with about 300,000 in Great Britain, a fact which in itself speaks volumes. A Frenchman will part with anything rather than land. When the United States Immigration Commission visited a certain spot near Marseilles recently it was found impossible to ascertain ‘the average price of land’ in that locality, because no transactions ever took place, other than by inheritance. In cities it is difficult for persons of modest means, like workingmen, to own real estate, for obvious reasons. Nevertheless, and especially in Marseilles, where there is an excellent two-cent-fare street-car service, outlying property is being taken up by families in moderate circumstances.

“There is also a local custom among poor men who feel that they must reside in the city of buying an outlying patch of ground and erecting thereon a ‘cabanon’ of two or more rooms, where they spend Sundays and holidays. There are settlements where hundreds of these toy houses are to be found, each with a bit of a garden, deserted throughout the week and scenes of great animation on Sunday, the most intense rivalry existing to have the best garden or the most attractive ‘cabanon,’ the day terminating in a reunion, where poetical improvisations are listened to, songs sung and speeches made.

“The Government itself, which fosters thrift by every means, encourages working people to abandon the wretched, crowded habitations of the cities and to become householders, by loaning out the money of the savings banks (‘caisses d’épargne’) not to the individual, but to societies patronized by the State. These societies effect the transactions with the individual. Thus, the Societe des Habitations Salubres, 32 Rue Paradis, Marseilles, advances money for the construction of cottages at the rate of 4½ per cent. As savings banks pay depositors 2¾ per cent, the margin is close.

“These dealings are regulated by the law of April 12, 1906. Loans are limited to 9500

francs (\$1833.50) in the city and to 7000 francs (\$1351) in the environs. At present seventy-five cottages have been constructed in Marseilles under this law, the occupants becoming owners, with a clear title, at the end of twenty years. Building plans have to be submitted to the architects of the society, and must conform to certain standard requirements as to light, ventilation and sanitary arrangements.”

There are also at work on somewhat parallel lines several French building and loan associations, which differ from American associations in that they usually operate over more or less the whole of France, as do the great French banks. The attempt is made by the moving spirits in these associations to expand their utility beyond mere public service as money-lending agencies.

While depositors in these building associations are permitted to build according to their own plans, they are decidedly encouraged to adopt standard designs, of which there are many suited to all purses. It is really surprising to discover what comfortable little houses can be erected in this country for a very small amount, sometimes \$200 and \$300. All houses are built of practically imperishable and fireproof materials, cheap frame constructions never being employed.

IMMIGRATION PROBLEM.

The race problem which was put up to the United States a few months ago, and which presents itself to England now, will, in the very near future, confront every white nation which offers any attractions to Mongolian immigration. The United States has had this issue a little earlier than any other country because the lure in our direction for the Asiatics is stronger than any other locality offers. England is beginning to encounter some of our difficulties. Russia, Germany, France and other countries will meet these troubles later. Asia's overcrowded lands, which comprise half of the world's 1,600,000,000 people, are beginning to cast out their surplus on adjoining countries. In these days, when communication between the various quarters of the globe is easy and cheap, these migrations will be constant, and will grow more and more portentous unless checked by legislation such as we have enacted and such as we are trying to extend and make more definite and effective by treaty. It is a problem which will have to be grappled with intelligently, promptly and also tactfully. “The rights of all men who visit British soil,” says the London Times, “whatever color or race, must be unflinchingly upheld by the whole authority of the local government and the Imperial crown.” That is the British theory of government. But it is a condition and not a theory which presents itself to Canada and England at this moment. Thousands of unassimilable immigrants are pouring into Canada, and the region which is afflicted demands that they be shut out. There is an impassable barrier to the amalgamation of Asia with either Europe or America. The Occident refuses to mix with the Orient. Thus the Occident is confronted with a larger peril than it ever met since the days, twelve centuries ago, when Charles Martel, at Tours, in France, rolled back the tide of Moslem conquest and saved Europe, and, incidentally, America, from domination by Asia.—St. Louis Globe-Democrat.

World's Workers.

The changes in hours of British labor reported during August affected 3,436 workpeople, whose aggregate working time was reduced by 1,529 hours per week.

The managers of the British railroads have announced their determination not to recognize the union of railway employees. This action increases the danger of a strike.

The number of British paupers relieved on one day in August, in thirty-five selected urban districts, corresponded to a rate of 208 per 10,000 of the estimated population.

Notwithstanding the powerful influences that have been at work for some time past in the hope of averting trouble in the British railroad world, there now seems to be but little probability of preventing a strike.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during August was 246, an increase of 19 as compared with the previous month, and of 7 as compared with August, 1906.

The number of fatal accidents to British seamen reported during August was 158, as compared with 90 in July, 1907, and 53 in August, 1906. The mean for the five years 1902-1906 was 108, the highest number being 160 in 1902, and the lowest 53 in 1906.

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared) show that during August 45,594 seamen, of whom 4,905 (or 10.8 per cent) were foreigners, were shipped on foreign-going vessels.

The importation of British black-legs to take the place of the wharf laborers on strike at Antwerp, has made that city a warm place for scabs and others. Cable news blames the strikers for setting alight a number of timber yards, the damages being estimated at £400,000.

The net effect of all the changes in British wages reported in August was an increase of £48,180 per week, as compared with an increase of £12,460 per week in July, 1907, and of £10,363 per week in August, 1906. The number of workpeople affected was 748,996, all of whom received advances.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshops Act during August was 58, there being 48 cases of lead poisoning, 2 of mercurial poisoning and 8 of anthrax. In addition to the above, 17 cases of lead poisoning were reported among house painters and plumbers.

After a conference in Melbourne, Australia, lasting a fortnight, a new agreement, current from the first of September until the end of 1908, has been signed by the Steamship Owners' Association and the Federated Seamen's Union. Two new holidays, and a satisfactory arrangement of shore wages and overtime, have been conceded by the shipowners.

The authorities of Paris, France, have issued a circular stating that telephone employees must get authorization of the Postmaster-General before they may marry. The employees are not allowed to marry foreigners, members of the police force, detectives, mayors, mayors' clerks, or cashiers. The reason given for this peculiar rule is "the safeguarding of the secrets of the public."

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Andersen, Geo. Chr.	Lassen, Th.
Andersson, A.	Lindstrom, Emil
Arras, Moritz	Larsen, F. -1113
Blasich, Mike	Lyeche, Harris M.
Bartels, Otto	Lindeman, A.
Behrens, Emil	Langvardt, Christian
Bjorkman, Chas.	Lang, G.
Bluhm, Peter	Le Fevre, Louis.
Boose, Paul	Lange, F.
Bauwens, Edemone	Lettre, Honore
Benson, John T. -143	Maack, Hans
Bergh, Edw.	Matson, Viknor
Calson, Oscar	Marks, S. W.
Dahl, John	Nelson, Chas.
Dalton, Thomas H.	Nilsen, Edvin
Drenan, A. E.	Nordstrom, Knut O
Eriksen, E.	Nurral, E. W. -865
Ehlers, Henry	Nurminen, J. V.
Elving, Gust	Olsen, Andy -754
Engbrethsen, Daniel	Olson, Albert
Eliassen, O. E.	Olson, Olaf
Frost, Hans	Olsen, Arthur G.
Goethe, Viktor B.	Ordig, Bruno
Griell, Bernhardt	Petterson, John
Hendricks, Goss	Petterson, Harold
Hansen, Hans Ch.	Petterson, Gustaf E.
Herrmann, E.	-1018
Hansen, John	Petersen, Ed.
Hansen, Harald	Peterson, Mauritz
Hansen, H.	Rask, C. H.
Hansen, George	Rasmussen, Adolph
Hanson, Aidan	Roshach, Walter
Haagensen, Martin	Raetz, Aug.
Hartman, Karl	Rosenvold, Isak
Ivers, John	Russell, Ed.
Jakobsen, Ole	Selander, Gus.
Jacobsson, John	Staaf, Louis
Jansen, Harald L.	Swanson, Ivar
Johannessen, Hans	Smith, Max
H.	Smith, H.
Jaensen, Hans	Tyrholm, Johan
Janson, Oscar	Thomson, John
Johansen, F. B.	Tornbeck, R.
Johanson, A. J.	Udd, John
Kristoffersen, Emil	Vincent, Joseph
Kaderhecht, Alf	Wanous, Geo. A.
Karlsson, A. M.	Willen, Anders
Kaufold, E.	Waltner, M.

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother,

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Charles Hallen, 500 Fifth Avenue, New York City.

W. Wilson, fireman, who joined the steamer Como at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Joseph	Helenius, K.
Aga, Johan	Henning, L.
Akesson, H.	Hickelst, E.
Allendsen, H.	Hill, G.
Albers, G.	Hagberg, W.
Albertsen, J.	Howell, A. S.
Amundsen, A.	Hoglund, F. V.
Amnell, A.	Holt, J. W.
Anderson, A. M.	Honde, P.
Anderson, E. -1149	Holmstrom, O.
Anderson, H. M.	Hustide, H.
Anderson, Axel	Hultberg, E. J.
Anderson, Victor	Ingebrechtsen, John
Anderson, L. T. -735	Ingebrechtsen, Karl
Anderson, Hjalmar	Ingalls, W. L.
Anderson, Oscar	Iversen, S. B.
Anderson, J. -760	Isaksen, I.
Anderson, J. E.	Iverson, I.
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Goerke, E.	Mestrand, O.
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	Olsen, H. M.
	Olsen, Just.

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Olsen, Ernst
Osterberg, J.
Ossis, A.
Peterson, A. W.
Peterson, Paul
Otto, L.
Overland, T.
Parkhurst, Thos.
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Kelninger, A.

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Pt. Townsend Letter List.

Enchom, Carl R.
Eliassen, C. E.
Evans, Stanley
Grew, Jorgen
Heine, C.
Helms, William
Hartman, Karl
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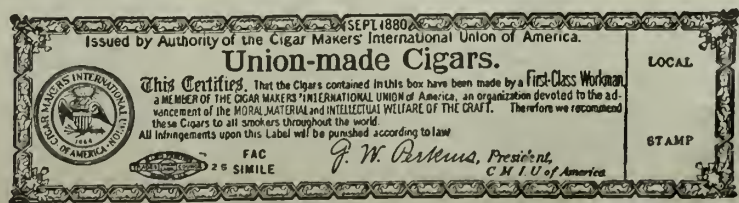
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Olsen, Alfred
Stachenssen, C
Syvertsen, Syvaret
Sande, Anton
Tugland, Karl



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Labor News.

Nineteen musicians of an Italian
opera company were recently restrain-
ed from quitting their employment at
Los Angeles, Cal., by an injunction
secured in the Superior Court.Judge Woods at Boise, Idaho, on
October 28, set the Pettibone case for
trial on November 21. He announced
that if the case was further delayed
he would continue it to the January
term.The New York Air Brake Company
has issued notice that, commencing
November 1, the salaries of all em-
ployes from superintendent down will
be reduced 10 per cent. The company
employs 3000 men.Information has been received at
the headquarters of the United Mine
Workers in Indianapolis, Ind., that
John Mitchell underwent an operation
at La Salle, Ill., for an abdominal ab-
scess on October 30.The street-car strike at Yonkers
came to an end on October 28. The
demands of the strikers were put in
the hands of Rev. Dr. Freeman, pas-
tor of the Episcopal Church, who is
to arrange a settlement with the com-
pany.By an overwhelming vote, the Butte
(Mont.) Miners' Union has accepted
the reduction of wages from \$4 to
\$3.50, in accordance with the contract,
that the scale should be \$3.50 when
copper is below 18 cents and \$4 when
it is above.Notices posted October 31 about the
Calumet and Hecla copper mine works
at Houghton, Mich., announce a reduc-
tion of wages on December 1 of 12½
per cent, approximately equal to the
increase granted early in the year.
The reduction affects 1200 men.Frank McGee of Worcester, Mass.,
New England business agent for the
Iron Molders' Union, was sentenced
at New Haven, Conn., on October 29
to one year in the New Haven County
Jail on a charge of intimidating work-
men at McLagen & Co's manufactory
in that city.The Grand Forks (B. C.) mine and
smelter employes of the Granby Smel-
ter Company have had their wages
cut 50 cents a day, commencing No-
vember 1. This will affect all the
miners in the Phoenix camp, as the
British Columbia Copper Company
and the Dominion Copper Company
will make a similar cut.Governor Blanchard of Louisiana
has issued a call for an extra session of
the Assembly on November 11. The
extra session will consider the ap-
pointment of a committee to investi-
gate port charges at New Orleans.
The recent strike of 11,000 levee
workers, it is estimated, cost the State
business interests \$1,000,000.The Rock Island Railroad system
has laid off 2500 men from its con-
struction and track forces. Although
the road centers in Chicago, the order
did not affect any employes in that
city and the maintenance crews were
not disturbed. The construction crews
in every Western State where the
road goes, from Illinois to Texas,
were reduced.Eighty delegates representing the
3000 switchmen employed on all the
Northwestern railroads in the terri-
tory from the Twin Cities to the
Coast and northeast to Duluth, gath-
ered in St. Paul on October 26 for a
conference preliminary to their meet-
ing the representatives of the rail-
roads, when they will present demands
for an increase in wages.

News from Abroad.

The New Zealand Marine Department has issued a certificate of competency as marine engineer to Miss J. A. McKegg.

In England the Amalgamated Society of Engineers has taken a big step forward by becoming affiliated with the Federation of Trades.

The final elections in St. Petersburg and other big cities were held on October 30 with complete order. There was a heavy vote.

King Victor Emmanuel announces that he will present a cup for an international dirigible balloon competition to be held at Berlin in 1911.

It is believed that bubonic plague has broken out at Tunis, Algeria. Seven cases and three deaths, apparently from the plague, were reported on October 31.

Bank robbers at Pskoff, Russia, on November 1 attacked seven men who were escorting a cashier carrying 1300 roubles, murdered the whole party and decamped with the money.

A score of armed men recently surrounded the estate of M. Kelopoffsky, administrative chief of the Elizabeth-gred (Russia) district, and slew Kelopoffsky, his mother and two children.

Advices from Rome to the Paris Eclair say that Pope Pius is suffering from an attack of heart trouble. He is very weak, and is obliged to take to his bed and abandon all appointments.

Mlle. Ragozinnikova, who on October 28 killed General Maximoffsky, director of the department of prisoners of the Ministry of the Interior, was hanged at St. Petersburg, Russia, on October 31.

The French Government has given its approval of the projected English ferry-boat service on the American plan between Dover and Calais, the object of which is to increase traffic to and from the Continent.

The official cholera statistics of St. Petersburg, Russia, for the week ending October 22 show that with the approach of winter the epidemic is being checked. There were 1099 new cases and 416 deaths reported.

The town of Karatagh, in Russia Turkestan, was destroyed by a landslide recently. The first reports of the catastrophe were exaggerated. Instead of 15,000 persons being killed, only about 200 lives were lost.

Nagoya, Japan, has been declared an open port. Nagoya is one of the largest cities in Japan, having a population of about 300,000. It is situated on the Bay of Owari, 170 miles southwest of Tokio, with which it is connected by rail.

Steps to test thoroughly the new regulations regarding the status of naturalized citizens living abroad are about to be taken at the instance of native Germans who acquired American citizenship but later resumed residence in the Fatherland.

According to the official report of the recent mutinous outbreak of sailors at Vladivostok, the crews of the torpedo boat destroyers Skory, Serbitin and Trevotsheny mutinied, hoisted the red flag and shelled the port, doing considerable damage to buildings and killing some civilians.

The new railroad bridge over the Pasig River, near Fort McKinley, Manila, P. I., collapsed on October 31, owing to the breaking of the superstructure, and sixty workmen were precipitated into the river. Three Americans and twenty Filipinos were injured. The damage is estimated at \$100,000.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aas, Oskar	Anderson, A. G.
Aaltonen, R.	Anderson, Leonard
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Jansen, K.	Johansson, K. H.
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Johannessen, V.	Johnson, -996
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Johansen, -1451	Jordan, Gus.
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Johansen, Oscar	Jorgensen, Theo.

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Juliusen, Carl

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Laakonen, J. V.

Laakso, Axel

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Landborg, C. W.

Lane, Leland

Lang, Gus

Lange, Peter

Lankewitz, E.

Lannqvist, O.

La Pierre, Felix

Larsen, A. P.

Larsen, -1658

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Larsen, Anton

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Larsen, Karl Chr.

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Madsen, J. G.

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Malmgren, Wm.

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Mansson, S.

Martin, Frank B.

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Marz, Heinrich

Mathiesen, T. L.

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Korneliusen, Ben

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Kristensen, H. K.

Kristensen, Hans

Kragstad, E.

Krohnert, Alb.

Kroll, C. W.

Kullman, Karl

Lee, H. W.

Linde, Bertel

Leino, Emil

Lewald, Harry

Lewis, Geo

Liedtke, B.

Liesmann, Fr.

Liljestrom, G.

Linder, G.

Lindqvist, Wm.

Lindhal, Michael

Lindholm, A. B.

Lindman, A.

Lindrath, C.

Lindroos, O.

Lindskog, C. O. T.

Lofman, K.

Long, Harry

Lovin, Paul

Luckman, Ewald

Lund, J. W.

Lund, Hans K.

Lundberg, Carry

Lundberg, K. J.

Lundberg, Jacob

Lundgren, A.

Lunde, Ole

Lundin, -1054

Lungren, L.

McFall, Fred L.

McGoldrick, Jas.

McKenzie, -1755

McLean, John

McLeod, John A.

Melder, C. G.

Meyer, -1648

Mikkelsen, A. S.

Mikkelsen, Axel M.

Milander, Karl

Milos, Petar

Miller, Jas.

Moller, Jas.

Moller, Nils

Mortensen, M. H.

Munday, H.

Murnigkeit, F.

Nilsen, Olaus

Nilsen, Johan

Nilsen, H.

Nilsen, Nils S.

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Nor, Chas.

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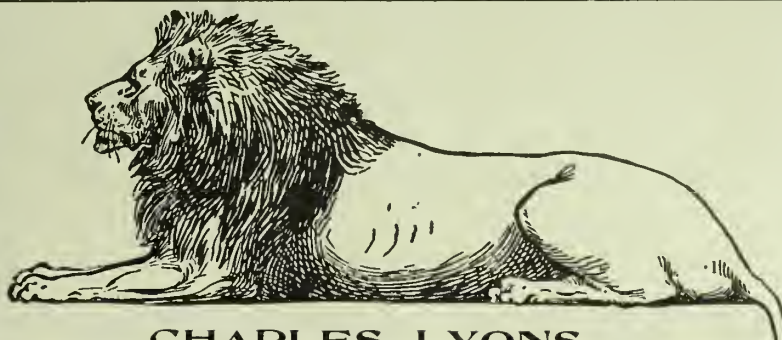
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Domestic and Naval.

Percy & Small, of Bath, Me.,
launched the five-masted schooner
Governor Brooks, named for the Gov-
ernor of Wyoming, on October 22.

The coasting schooner Charles E.
Wyman, from Edgewater for Port-
land, was towed into Vineyard Haven
recently partly dismantled as a result
of heavy gales.

It was announced at Glasgow, Scot-
land, on November 1 that twenty-one
steamers have been chartered there
to convey coal and other supplies to
the American fleet which is to visit
Pacific waters.

Trade and commercial organizations
in Philadelphia, Pa., look for an early
announcement by the Southern Pacific
Railroad concerning its attitude on a
proposed steamship line between that
port and New Orleans.

The Lusitania arrived at Queens-
town, Ireland, on October 24, break-
ing the eastward record of five days
four hours and nineteen minutes, held
by herself. Her passage this time
was four days twenty-two hours and
forty-six minutes.

One hundred and ten feet is the
width which the Navy Department
has finally fixed upon as desirable for
the locks for the Panama Canal. This
is an increase of ten feet in width
over the plans on which the Commis-
sion is now working.

It is said that the line recently es-
tablished between Baltimore and New
Orleans will shortly be withdrawn.
This line was inaugurated chiefly to
enable the Southern Pacific to handle
more expeditiously the canning busi-
ness in the South.

The American clipper ship Dirigo,
which sailed from Honolulu for Del-
aware Breakwater on June 3, and
which was reported overdue, reached
the Delaware Capes on October 23 all
well. A premium of 5 per cent had
been offered for her reinsurance.

The Bureau Veritas has just com-
pleted its list of vessels lost last
August. According to its figures 99
steamships and sailing vessels bearing
the flags of various nations went to
their last account, while the number
of serious injuries to craft was 414.

A cablegram from Barbados re-
cently reports that a Booth line
steamer reported having passed the
abandoned Dutch bark L. A. Van
Romondt, from New York for Matan-
zas, on October 13 in latitude 34
north, longitude 70 west.

The North German Lloyd liner Kai-
ser Wilhelm der Grosse, from New
York October 22 for Bremen arrived
at Plymouth on the 29th and reported
the loss of her rudder when she was
two and a half days out from New
York while a fierce storm was raging.

"There will be no difficulty about
getting sufficient men to fill up the
quota for the battleship fleet," said
Secretary of the Navy Metcalf on
October 30. "I notice that some per-
sons have expressed fears on the sub-
ject, but their fears are groundless.
I see nothing in the fact that can post-
pone the sailing of the fleet after
December 16th."

Ocean freight rates to Europe are
from 10 to 20 per cent higher, and
they are likely to go still higher be-
fore they reach their former level, but
there is no fear of a scarcity of room
in spite of the increased exports to
which the shippers are looking for-
ward this fall. It is reckoned by the
shippers that there are 141,000,000
bushels of wheat available for export
to Europe this year.

With the Wits.

Intact.—Wife—"I don't know where that child got his vile temper—not from me, I'm sure."

Husband (sadly)—"No, my dear; you certainly haven't lost any of yours."—London Tit-Bits.

Making Good.—"That widow took a partner to share her grief," didn't she?"

"Yes, and now he grieves about her first husband's death more than she does."—Houston Post.

Probable Result.—"I see automobiles have been introduced in Borneo." "What do you think will be the result?"

"An increase in the number of wild men."—Milwaukee Sentinel.

A Double Hold-Up.—"My wife," began Hicks, "dropped in to see me at the office today, and—"

"Sorry, old man," interrupted Wicks, "but my wife held me up before I left home; I can't lend you a cent."—Exchange.

The Difference.—"What," cried the young man, "is the difference between white lies and black lies?"

"White lies," answered the home-grown philosopher, "are the kind we tell; black lies are the kind we hear."—Chicago News.

Comforting News.—Jealous Suitor (to seven-year-old Johnny)—"Tell me, Johnny, does a student come here in the evening to see your sister?"

Johnny—"Not to see her, at any rate, because they always sit in the dark."—Philadelphia Inquirer.

A Kind Word.—"So you don't share the general indignation toward the railways?"

"No," answered Farmer Cornrossel, "I have always felt that a locomotive was entitled to a great deal of credit for sticking to the track instead of snorting up and down the country roads like an automobile."—Washington Star.

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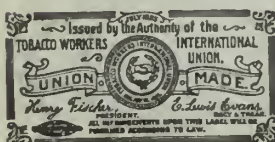
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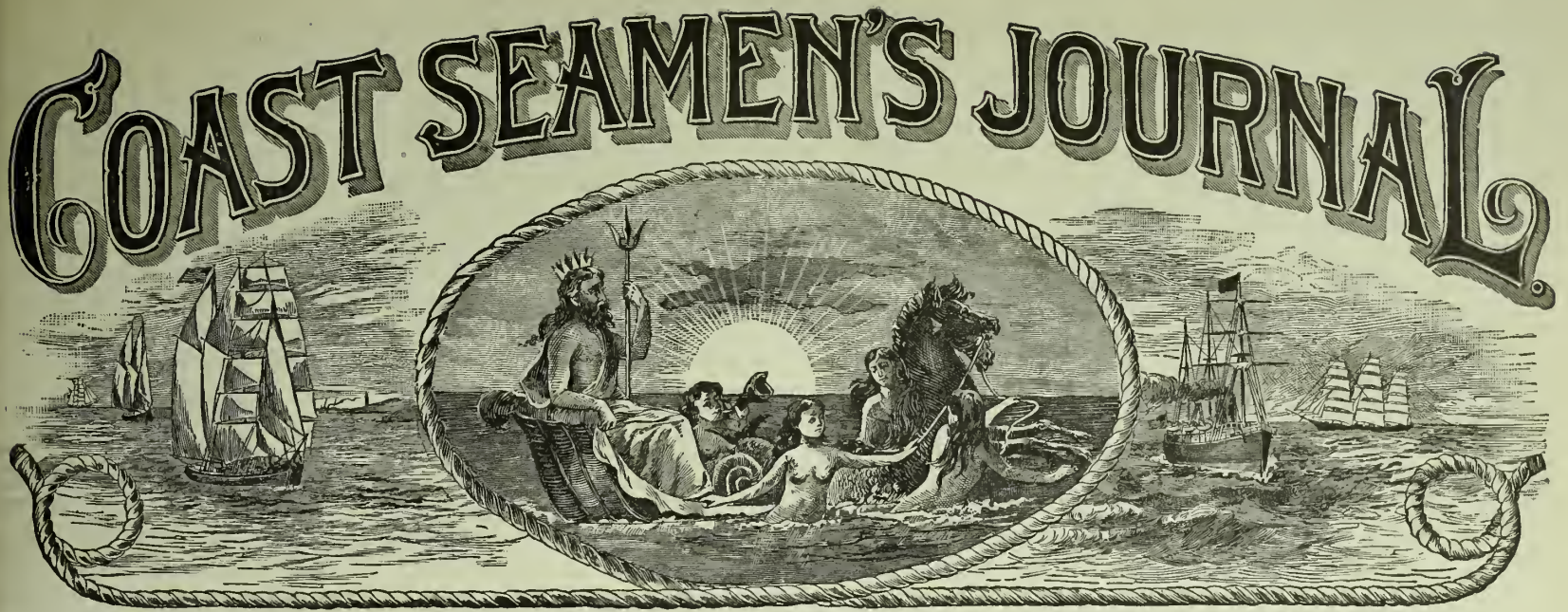
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Our Motto: Justice by Organization.

VOL. XXI, No. 8.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 13, 1907.

Whole No. 1048.

JUDGE DOLE'S OPINION.

THE AWARD of \$17,500 damages to Henry Witthof, first mate of the barkentine Fullerton, for personal injuries received through defective appliances on the barkentine Fullerton, has caused widespread attention. United States District Judge S. B. Dole, of Honolulu, H. T., who has written the opinion in the case, is to be commended for the use of plain and simple language which makes the reading of his opinion doubly interesting.

The opinion is as follows:

The libellant, the first officer of the American barkentine Fullerton, brings his libel in re against the said Fullerton and claimants, for damages for injuries received by him on a voyage of the said Fullerton from the port of San Francisco, State of California, to the port of Kihei, Territory of Hawaii, she being under tow by steamers during such voyage. Two grounds of damages are alleged: First, that during such towing operations the tow-line, the same being a chain cable, started to slip over the windlass of the Fullerton, and while libellant was attempting to prevent such slipping by lashing the line to the towing bitt he was injured by the slipping of the line, which injury was due to the negligence of the owners of the Fullerton in furnishing a windlass which with its appliances was unsafe to those using it; second, at the time of such accident the Fullerton was about 500 miles from Port Harford and about 1500 miles from the port of Kihei, and the master of the Fullerton, in violation of his duty to libellant, proceeded on his voyage instead of returning to Port Harford for medical assistance for libellant, whereby and because of the long time required for reaching said Kihei, libellant's right arm had to be amputated after arriving at Kihei, in order to save his life. For the said negligence and violation of duty to libellant, whereby he was caused extreme and long continued suffering and the loss of his arm, and the incapacity, resulting therefrom, to perform the duties of his employment as a mariner and ship's officer, he claims damages in the amount of fifty thousand dollars.

The libellees, in their answer, deny the negligence charged and allege that before the departure of the Fullerton from San Francisco, whence she proceeded to Port Harford for her tow, the libellant had accurate knowledge of the said windlass and its appliances, and its functions and the operation of the same, and of any defect therein, if defect there was, and of the liabilities arising therefrom in the case of the towing of the Fullerton by means thereof, and therefore assumed all the risks, if any, that might arise therefrom; and further allege that libellant was injured solely through his own carelessness in attempting to lash the towing line in heavy weather, and in a reckless manner, without signaling the towing vessel Lansing first to slow down.

As to the charge of the libel of violation of duty to the libellant, the answer alleges in substance that if the Fullerton had put about and returned to Port Harford she would have been compelled to cast off her towline from the Lansing and proceed under her sails alone; that the

winds were uncertain and variable, and the master believed that they would in all probability reach the port of Kihei with the aid of their tow in less time than it would take to reach Port Harford under sail.

The first basis of damages raises two questions of fact and of law; first, was the ship, through its owners and representatives, guilty of negligence in furnishing unsafe appliances with which to manage the ship, thereby rendering it liable to injuries received by reason of such unsafe appliances? Secondly, if that is the case, is the ship relieved from liability because of the assumption of the risk by libellant, or by his negligence in exposing himself to the danger?

The following facts are established: The libellant shipped on the Fullerton December 18th, 1906, at San Francisco, as first officer, for a voyage to Kihei and thence to Port Harford, in the State of California, with pay of \$90 a month and board and lodging, and had for some time previously been receiving \$100 a month and board and lodging worth \$50 a month. He held a license as chief officer for sailing vessels over 700 tons and steam vessels of any tonnage. On December 19th the Fullerton was towed to sea and on to the offing of Port Harford, where she was transferred December 21st to the tow of the steamship Lansing, and proceeded under such tow for said port of Kihei. The towline was made up of a cable from the Lansing, shackled to the port anchor chain of the Fullerton, paid out to a length of twenty fathoms and lashed to the towing bitt of the Fullerton and then passed over the wildcat of the windlass into the chain locker. A wildcat, or gypsy as it is sometimes called, is a part of the windlass on some vessels. It contains open compartments or divisions in its periphery which should correspond with the size of the links of the chain used with it, so that a link will lie in a compartment, the next link connecting with the third link in the next compartment, and so on, whereby the chain is held by the shoulders of every other link fitting into its respective compartment of the wildcat as it revolves, carrying the chain with it, or is held fast when the wildcat is motionless and held by its brake. The links of the chain used with the port wildcat were too long to fit into its compartments, and were therefore in danger of slipping over the wildcat when carrying a strain, in consequence whereof the use of such chain in connection with the said wildcat was dangerous to those attending to it. Such chain and wildcat were placed on board the Fullerton just previous to the said voyage, with the full knowledge of the master and other agents of the Fullerton of such misfit. The towing chain was, during the said towing operations, lashed to a towing bitt, an upright timber three to three and one-half feet square, rising out of the deck forward of the windlass. Such lashing previous to the accident was made with an old rope, by the order of the master, against the remonstrance of libellant. After dark in the evening of December 24th, with the ship pitching into a choppy sea, the towing chain started to slip over the wildcat, breaking such lashing, and libellant, with the assistance of some of the crew, attempted to lash it more firmly to the said towing bitt to stop and prevent such slipping, and, while so engaged, the chain slipped

suddenly over the wildcat and violently struck libellant, throwing him down and pinioning and crushing his right arm against the towing bitt, breaking some of the bones and bruising and tearing the muscles and ligaments. At the time of this accident the Fullerton was towed 600 miles away from Port Harford and about 1500 miles from Kihei. Libellant requested the master to return to Port Harford for medical assistance, but the master decided to continue the voyage to Kihei. After landing at Kihei libellant's arm was amputated near the shoulder.

As to the first question, counsel for libellees has contended that because no proper chain for use on board the Fullerton, in connection with her wildcat, could be obtained in San Francisco or Oakland, and could not be obtained from the East for two months, they had done all which prudence and the exigencies of the situation required; in other words, in order to save the Fullerton from loss by delay, the ship was deliberately sent to sea with appliances which were admittedly unsafe for the use of the crew, and her agents were justified in so doing. The mere statement of the proposition refutes the contention. If the ship could not make proper preparations for sea, and chose to go to sea without them, it was a deliberate assumption by her of all risks and all damages which might result from such want of preparation, which would include all damages that the crew might suffer in the way of injury through such want of preparation. The only way out of it would have been to have acquainted the crew before departure with the defect and its danger, and to have given them an opportunity to decline to make the voyage or to make it with their eyes open to the danger, and accepting the risk.

The question of the assumption of risk by the libellant is, perhaps, the most important one in the case, and a great deal of testimony has been placed on record in regard to this. The defendant endeavored to show that libellant knew, before the ship sailed, that the chain which was procured for the port wildcat did not fit it. It is shown that libellant, as first officer, had charge on the 18th and 19th of December of the work of getting to sea, including the task of shipping both the starboard and port anchor chains, assisting in shipping a new port wildcat, and other matters; that the starboard chain came aboard early in the afternoon of the 19th; the port chain, which was a shorter one, came late and was shipped after dark; that the chains were transferred to the chain locker by means of the wildcats—as I understand it, the wildcats were revolving, thereby letting the chains pass over them into the lockers below them. It is contended that from these circumstances libellant must have known that the port chain did not fit the wildcat. As a matter of fact, neither chain fitted either wildcat, and it is asserted that he knew that the starboard chain did not fit the starboard wildcat, and was so put on his inquiry. I do not find this to be proved. Mr. Evers, a consulting engineer who was in the employ of the company managing the Fullerton, delivered the chains on the wharf, and he says that during the afternoon of the 19th libellant admitted to him that the chains did not fit the wildcats, but that they would do. This the libellant denies. He says he was busy here and

there attending to various matters, and was not especially in touch with the wildcat, and didn't notice that the chains didn't fit; the port chain was put on in the dark and he knew nothing about the misfit until the next day when they were out at sea, at which time he noticed it and called the captain's attention to it, and the captain said to him, "Tell me something that I don't know." The libellant was not called upon to inspect everything to see that it was safe; it was his right to take it for granted that the owners and their agents had done their duty in this respect.

The defense put on several of the crew, one of whom said he saw the starboard chain slip over the wildcat while getting it aboard in San Francisco, and noticed that it was too large. The fact that this witness noticed that the chain was too big does not prove that libellant noticed it, or ought to have noticed it. A chain too large for a wildcat might move with it without slipping, where it was merely taken in without any weight attached to it, and it may have moved without any such slip, except at the time referred to by this witness. The statement of libellant that he spoke to the captain the next day, and called his attention to it, is not denied by the captain; the further statement that libellant, when he noticed that the chain did not fit the wildcat, measured the links, is, if true, inconsistent with the theory that he knew all about the misfit character of the chain the day before. The fact of his speaking to the captain, and of his measuring the links after that date, would imply surprise and some anxiety. There is nothing in libellant's testimony that supports the theory that he noticed the misfit of the chain with the wildcat the day the Fullerton sailed, and as to Evers' testimony that he admitted it, we have libellant's testimony denying that statement. On this point the burden of proof is on the libellee. *Hough vs. Railway Co.*, Supra, 225, 226. I do not find that libellant knew of the misfit of the chain with the wildcat before going to sea.

Counsel for libellee contends that after libellant discovered the condition of things on the 20th, while out at sea, as he says he did, he still had the opportunity of leaving the employment of the ship, and therefore, by going on with the ship, assumed the risk involved in using the faulty windlass. When libellant was employed by the master on the 18th of December, no shipping articles were signed, and he says that he inquired of the captain about shipping articles and the captain put him off, telling him that he could sign later. Counsel for the libellee takes advantage of this circumstance, in which the libellant was working under an oral agreement, to urge the contention that he might have gone ashore at Port Harford, and that by his not doing so he assumed the risk of using the faulty wildcat and chain during the voyage. The circumstances were these: The Lansing met the Fullerton with her tug from five to eight miles out from Port Harford, and took her in tow. The tug which brought her from San Francisco, had her own towline to take up, and started away at speed in order to keep it from her own propeller. It does not appear that there was any very convenient or practicable opportunity for libellant to have taken advantage of the departure of this tug to leave the Fullerton. I do not see how it was possible for him to have done so, except through the co-operation and consent of the master. The libellant appeared to have regarded himself as having shipped for the voyage, probably expecting to sign the articles at some time. In his testimony he states that it didn't occur to him that he might go ashore. It evidently appeared to him something like deserting a ship. He said he was the only man besides the captain who understood navigation. At sea, conditions of service differ from those on land, where an employe may withdraw from his employment if he finds that it involves a danger that he was ignorant of when he was engaged. A sailor at sea can not do this; he must serve out the voyage to the next port and obey orders. In performing his duties under such circumstances he can not be held to have voluntarily assumed dangers which he was ignorant of at the inception of the voyage or that were outside of the ordinary risks of his employment. The fact of a tug returning to the shore under the circumstances off Port Harford, with the other fact that libellant had not signed shipping articles, does not, in my opinion, take his case out of this rule. Furthermore, if the libellant failed to appreciate the danger attending the use of the winch, the contention falls to the ground, whatever the circumstances.

It is objected by the learned counsel of respondent that the facts stated show that the service necessarily required by the employment was dangerous, and that the plaintiff, by entering upon it, took the risks and hazards upon himself, and that he was not bound to obey orders requiring such service, and might have declined the service and abandoned the employment, and was negligent in not so doing.

We think that the peculiar character of the employment, and the relations existing between the master and the common seaman of a merchant vessel outside of port, remove this case from these objections and the authorities cited to sustain them; and that although they might be correct legal propositions in respect to other kinds of employment, they have scarcely any application here.

(Continued on Page 7.)

A DOGWATCH YARN.

The talk had drifted around to Nova Scotia ships and their relative merits and demerits from a sailor's point of view. Most all of us had sailed in "blue nose" packets, and as we usually judge men and things in pursuance to some chance impression received, irrespective of the concrete side of the proposition involved, the various opinions forthcoming were more or less conflicting.

"You may say what you like 'bout 'em," solemnly spoke up "Steam" Pete, the Ananias of the crowd, "but Nova Scotia-men are the worst-built ships that sail the seas. Most of 'em are so leaky that they won't hold small coal in their bottoms. Why, I was in one where we had to tie overhand knots in the tails of the pigs to keep 'em from slipping through the seams in the deck when she rolled heavy."

"Oh, come off, Pete," we all exclaimed in a chorus; "ain't you ashamed of yourself, telling such whoppers?"

"Whoppers nothing," rejoined "Steam" Pete, testily. "You fellers 'mind me of the old woman who swallowed the yarn about Pharaoh's cartwheels, but wouldn't stand for flyin' fish. If I was to tell youse that many Nova Scotia ships are fastened with putty and tenpenny nails youse wouldn't believe that, but I was in one worse'n that. She was dovetailed and glued together like a German coffin. They never dared to carry any sail on her to speak of for fear she'd run her joints hot and melt the glue."

"You made a mistake in comin' to sea, Pete," drawled "Hobo" Larsen, with a fine touch of sarcasm in his voice; "you ought'er been a 'Frisco noosepaper editor."

"What's your opinion of Nova Scotia-men, Jack?" I asked Jack Vroomen—"Wiresplice" Jack we used to call him, he having sailed a number of years as "splicer" on cable boats.

Jack was sitting on his chest up in the eyes of the forecabin, leaning his back against the heel of the pawlbait and, as was his wont after supper, pulling away at a short, black cutty pipe, occasionally taking a sip of hot tea between puffs from a tin pannikin held in his right hand. After blowing a cloud or two in meditative silence, and taking another swig at the pannikin, he replied in that prefatory sort of way peculiar to an old shellback when clearing the decks for action—that is, for a yarn:

"Well, 'bluenoses' are sumpin' like women an' Portugee devils; when they're good, they're good; an' when they're bad, there ain't none worse."

"The old Antoinette of Yarmouth, Nova Scotia," he went on after a pause, "was about the best ship I've ever sailed in, an' that's sayin' a good deal, for I've had me pick of nearly everything goin' in that line. We went from Liverpool with coal to Coquimbo, Chile; from there in ballast to Callao for orders, and from Callao to Punto Lobos, where we loaded guano for Hamburg—sixteen months all told. She wasn't a flash packet, you understand; an' she couldn't sail worth a cent. When she logged nine knots we use'ter reckon she was goin' some. But she was a comfortable old tub, sound as a dollar from truck to keel; never leaked a drop. Every Saturday reg'lar we poured half a dozen buckets o' water down in'ter the pumps to see if we could fetch 'em, but they allus sucked."

"An' handy! When the to'gallant-sails was dry one man could make 'em fast easy, an' two

men could set 'em or clew 'em up at any old time. The watch could snug her down to a goose-winged lower topsail, an' put all the muslin on her again when she needed it. When you went below there you could strip yourself to a gantline if you wanted, an' go to sleep like you was in church, for devil a one would ever call you before eight bells."

"An' gentlemen, she was down by the stern with good grub, an' the cook jest took a delight in feeding us right up to the knocker. Talk about your good-livin' ships, but she had 'em all beat a day's run to win'ward. Some of the boys got so fat an' lazy that it took the mates about all their time to chase 'em up an' see that they did enough work to pay for the wear an' tear to the deck from their gettin' around on it."

"The old man—his name was Scott—was a reg'lar cure. They said he'd been a rip in his younger days—shot men off the yards, strung 'em up by their thumbs, an' that sort'er thing—but he'd got converted some years before, an' when I was with him he was hell on holding prayer meetin's an' explaining things in the Bible to us. He never said anything out of the way to us chaps for'ard, but he was hard on the mates. They got it in the neck for everything that happened on board, whether they was to blame or not. If one of us spilt a little tar or grease on the deck he'd get onto the mate right away, sayin': 'Good-gracious-heaven, Mr. Penryth, why don't you look out for these things? Them men are not to blame if you don't do your duty an' look after 'em.' An' then he'd go on lecturin' the mate on his duties till the poor son of a gun didn't know which way to turn. The second mate got so after a while that whenever he saw the old man comin' along the deck he'd sneak away an' hide himself somewhere. An' the way he could cuss! Not sayin' bad things like you or me would, oh, no; but he'd come out like a parson what's took with tantrums—'Great-Lord-Al-might-y' an' 'God-in-heav-ens,' an' 'I-am-blessed-if,' an' 'My-good-gracious,' an' so on. Once in a while when we were shantying on the topsail halyards he'd get excited an' forget himself, an' begin to rub his hands an' jump aroun' an' holler: 'Go it, me bullies; I love to hear you. That's the stuff for trousers. Fathom a lick, boys!' Then of a sudden he'd remember that he'd been converted, an' walk away with a face as long as a Methodist sermon."

"She carried the biggest an' best slopchest I've ever seen—everything from a needle to a feather bed, and pretty reasonable prices, too. From four to five in the first dogwatch was the shopping hour. An' you can bet Captain Scott was Johnny-on-the-spot when there was business doin'. When he saw one of us comin' aft for slops he'd have a grin on his face like a Cheshire cat lapping cream, an' rub his hands an' crook his back for all the world like a Baxter-street Sheeny. 'Well, Jack, what can I do for you to-day?' he'd say, so polite, an' then hand you a line of talk to beat a Chicago drummer out for the money. This thing was 'all pure wool,' that thing was 'positively guaranteed home-knitted,' some other thing was 'worth the money twice over,' an' first thing you knew you'd bought three times as much as you intended to when you came aft."

"We noticed, too, that them what didn't patronize the slopchest got all the dirty jobs an' hard graft onboard to do—tarring, greasing, scrapin' pitch, shinning aloft, an' the likes of that. For my part, I had to sew myself an

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

BREAKING RECORDS.

Stokers are the most unreasonable of men. Instead of being fleeced in the smoke-room, sunburnt on deck, eating indigestible food four or five times a day in the saloon, all they have to do is to stay down in the quiet bowels of the ship and shovel coal. No steamer rugs to bother with down there—not Panama nor the Gold Coast itself is safer from chilly winds. No yawning, idle hours; no atrocious females, whether the drowsy, owly old ones or the young kind in yachting suits with anchors. Cabin passengers walk miles and don't increase the ship's speed as much as a millionth of a knot. The stoker knows that every swing of his back and arms pushes the leviathan forward a little farther, a little faster. If enough men keel over during the day, three or four miles can actually be added to the five hundred and thirty which otherwise would have constituted a day's run. All the stories in the papers, the congratulatory speeches at banquets, the international jealousies, depend on these grimy lads down below. It's a responsibility that ought to thrill any imaginative man in every fibre. If each stoking-crew only had the enthusiasm and sporting spirit to work itself to death, there is no telling where the records might go. Why should these men want to eat at all? Does the racehorse stop to munch grass as he lunges toward the wire? Yet, if the cable reports of the great Lusitania's return voyage are to be trusted, they will insist. They even go to the length of growing "sullen" when their grub is badly cooked or short in measure. "On Sunday night, when twenty-six hours from New York, they assumed an attitude of open defiance, alleging that they were receiving improper and insufficient food." Plainly illogical, not to say outrageous. The ship had been gaining time steadily and, as the log shows, continued to gain time until the following Thursday. "A begrimed deputation of twenty-five came up from the hold through the luxurious saloon apartments to the bridge, bearing pots and pans of steaming victuals. Captain Watt pacified them, but only for a time. Throughout the trip their work continued loose and half-hearted, at times approaching absolute inefficiency." Sooty boots on the velvet rugs, the deplorable odor of "scouse" and "salthorse" mingling with the *poussin* with grapes and the mushrooms *sous cloches* of the first-cabin table. Clearly the London correspondent of the New York Sun writes truly when he says: "A more refractory, a more stubborn, and a more malcontent collection never fed a furnace."—*Collier's Weekly*.

In the Cottonian Library in England is an old manuscript copy of a part of the Bible in Latin. This was used at the coronations of English sovereigns 300 years before the "stone of destiny" was brought from Scone to Westminster by Edward I. In other words, the use of this Bible for the purpose in question dated back to the year 1000.

The total annual capacity for the production of pig iron by the United States Steel Corporation at the present time is about 25,000,000 tons.

CHICAGO AND SAN FRANCISCO.

This (October 9th) is the day on which Chicago congratulates itself because of its recovery from the big fire. The Chicago Association of Commerce will have something to say on the subject before the week is over, and while it is considering the glories of this city it will no doubt remember that there is a sister which has a peculiar claim just now on the interest and good wishes of all Chicagoans.

Eighteen months ago the business district of San Francisco and a surrounding belt of residences were destroyed by fire. This fire covered a third more territory than the Chicago fire, and caused a much greater loss of property. The buildings destroyed in Chicago numbered 17,000, those in San Francisco, 22,000. A recent estimate puts the insurance payments in San Francisco at \$190,000,000, which is about equal to the total value of the property destroyed in Chicago. The percentage of payments is high in San Francisco, in which respect the city may esteem itself fortunate, but the losses above insurance were enormous.

When a city suffers from such a disaster it will realize as it never has before the generosity and also the selfishness of mankind. San Francisco has had experience of both in greater degree than Chicago. The world responded to its immediate needs with a splendid liberality. Its rivals have evinced much pessimism as to its future and an incidental optimism concerning the effect of its misfortunes on their destiny. It is well to point out, therefore, that its building record for eighteen months far surpasses Chicago's for the eighteen months following the fire of 1871. It is said that more than 6,000 buildings have been erected and occupied, and other thousands are in course of construction. The city remains the great financial center of the Pacific Coast. Its customs receipts for the last fiscal year were the largest in its history. Reports on its business have been most encouraging.

There is evident need of the city, as there was need of Chicago, and the future seems perfectly secure. If the many men who are proving by their acts that they are confident of that future have their moments of depression, they may look to Chicago's past and be of good cheer. A dozen years after the great fire Chicago was rebuilt in a way to shame the city that had been destroyed, and its population was doubled. In much less time than that reconstruction had progressed so far that there were few traces of the fire. And Chicago had hard winters to check building operations, winters that are unknown in San Francisco, and had to struggle against a financial panic and hard times that came upon the country in the second year after the city was laid in ashes.

On this day, then, Chicago has only messages of good cheer for San Francisco. It knows from its own experience that the obstacles which San Francisco has to overcome are not insuperable; it feels that the work that San Francisco has done already gives the assurance of a complete recovery within a short time; it has faith that the new city will be greater in every way than

the old, believes that the people of the city have the best of reasons for hope and courage and wishes them a brimming measure of prosperity.—*Chicago Record-Herald*.

TO RAISE SUNKEN FLEET.

A romantic search for treasure and specie, valued at nearly \$5,000,000, is about to be made by a private London syndicate, which proposes to salve the fleet sunk in the battle of Navarino. A concession from the Greek government has been obtained by this syndicate, which is registered as The Navarino & General Salvage Company, Limited. The positions of most of the sixty-two submerged vessels have already been located and active operations are to be started shortly. For eighty years the ships of the Turko-Egyptian fleet sunk by the allied naval forces of England, France and Russia have lain undisturbed at the bottom of the bay, but now a determined attempt is to be made to refloat them. It is proposed to raise the vessels bodily, and to recover the valuable copper and oak of which they are built, and the treasure, guns and other articles known to have been on board them. The ships sunk within the harbor are stated in the dispatches of Admiral Sir Edward Codrington, the commander in chief of the allied fleets, to have been:

Ships of the line.....	2
Double frigates.....	3
Frigates	10
Corvettes	22
Brigs	19
Schooner	1
Firebrigs	5
Total	62

The promoters regard it as beyond question that the Turko-Egyptian ships carried a very large quantity of treasure, consisting of loot taken by raiding the coast towns of the Morea, and specie, estimated at £736,000, for the payment of the crews and the numerous troops upon the war vessels. This sum includes treasure carried for the Sultan of Turkey and Ibrahim Pasha.

A study of the records shows that the greater part of this fortune was carried upon the flagships, and as two large vessels, believed to be the ships of the Turkish and Egyptian admirals, have been located, the prospects for the recovery of the treasure are regarded as hopeful. On all the Turkish, and on many of the Egyptian vessels, were bronze cannon, worth from £100 to £300 apiece. According to Admiral Codrington's dispatches, there were 1,700 guns in all upon the sunken vessels.

A grandson of Admiral Codrington is keenly interested in the romantic quest, and has furnished the promoters with rare books, prints and private papers to help them in their search.—*Boston Transcript*.

The Rev. F. W. Schenck, a well-known clergyman of Little Falls, N. Y., has written a public letter in which he advocates starving tramps out of their bad habits.

Demand the union label on all products.

Home News.

The Governors of three Southern States agreed upon a plan to make passenger rates 2½ cents a mile.

Judge Olin Wellborn, in the United States District Court at Los Angeles, fined the Atchison, Topeka and Santa Fe Railroad Company \$330,000 for rebating.

Edward Weston has started on a 1230-mile walk from Portland, Me., to Chicago over the route he traversed 40 years ago.

"In God we trust" does not appear on the new ten-dollar gold pieces. This is the first time in thirty-four years there has been such an omission.

Three discontented Navajoes were killed and another wounded in a fight with troops in Southern Utah, in which Byllilie, the leader, and nine others were captured.

The directors of the United States Steel Corporation have declared the regular quarterly dividends of 1¼ per cent on the preferred stock and half of 1 per cent on the common. The earnings for the three months ended September 30 were \$43,304,285, an increase of \$5,699,661, as compared with the same quarter last year.

The Interstate Commerce Commission bulletin on accidents on railroads of the United States during the year ended last June shows total casualties 81,286, or 5000 persons killed and 76,286 injured. This shows an increase of 10,352 casualties, or 775 in the killed and 9,777 injured, as compared with the previous year.

Postmaster-General Meyer has ordered that hereafter souvenir post cards received at the Dead Letter Office of the Department, and not returnable to senders because of defective address or other causes, be sent to orphan asylums and children's homes in Washington. Between 40,000 and 60,000 of these cards are received at the Dead Letter Office daily.

The apple crop of the United States for 1907, as estimated by the American Agriculturist, in its report to appear on November 9, is scant 24,000,000 barrels materially short of last year. What is of great importance is the shortage in such commercial orchard sections as Western New York, nearly all of Michigan and the entire Southwest. There is what may be set down as an absolute failure in Kansas, Missouri and Nebraska.

Knoxville, a city of about 60,000 population, went "dry" on November 1, leaving only three cities and one town in Tennessee where intoxicants may be legally sold. It is predicted that the next Legislature will make prohibition absolute throughout the State. Prohibition takes effect in Georgia on and after January 1. Vigorous anti-license campaigns are pending in several Southern municipalities, the last to adopt it being the important city of Birmingham, Alabama.

M. J. Heney, who built the White Pass and Yukon Railroad, has been given a contract by the Guggenheims and J. P. Morgan & Co. to build the Copper River and Northwestern Railroad from Cordova to the upper regions of the Copper River. A branch road will first be built to Behring Lake coal field, where the Guggenheims are opening veins of coal said to equal British Columbia coal in quality. Heney is instructed to have the first twenty-mile section now building completed by January 1.

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Christensen, M.	Damdani, Alesandro
Cohrt, Herman	Dittmer, Otto
Collberg, Chas.	Danielson, Gustav
Christoffersen, A.	Dunwoodie, H.
Cocaine, Louis	Dahlberg, J.
Christiansen, -901	Eliasson, Edward
Cooley, J. H. B.	Ekeland, Sigurd
Corre, Pierre	Eggers, John
Carnaghan, Wm.	Edelbogen, P. F.
Cook, Harry	Ericson, Johan
Carlson, Aksel	Folvig, J. A.
Christensen, Christ	Friedrikson, Andrew
Carlson, Waldemar	Forstrom, Oskar
Kulnan, G. H.	Fernberg, Gustaf
(Registered letter)	Garder, Oscar

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Pacific Coast Marine.

Harry J. Ansley, assistant in the office of Captain Rinder, superintendent of the Pacific Coast Steamship Company, has been appointed as freight clerk on the steamer Bonita.

A system of wireless telegraphy is to be installed on the revenue cutter Manning. The material and apparatus arrived from Boston yesterday and was put on board the Manning.

The Alaska Pacific Steamship Company's steamer Ohio takes the place on the northern run of the steamer Buckman, which goes into dock for overhaul. The Ohio was for many years in the Alaska-Seattle trade.

The Department of Commerce and Labor has officially announced that the United States transport Lawton, formerly of the Navy, has been sold to the Pacific Mail Steamship Company and has had the name changed to the Rose City.

The British ship Marion Josiah, which arrived at Queenstown on October 22d from Tacoma, and was reported to have experienced heavy weather on the voyage, lost two men. The first officer was killed and a seaman was washed overboard and drowned.

The following changes of masters are announced: Steamer Melville Dollar, Captain C. J. Fosen, vice Captain G. Johnson; schooner Eddy, Captain Sorensen, vice Captain McDonald; steamer South Coast, Captain C. J. Klinker, vice Captain H. Paulson.

In a report from Seattle it is stated that the schooner Glen, previously reported as having been blown ashore at Ikatak, Unimak Island, during a violent hurricane on September 30th, is high and dry on the beach. The crew have arrived at Seattle, but the captain is standing by the Glen.

The missionary steamer Morning Star, now lying in Oakland Creek, has been sold to persons in Seattle for a sum in the neighborhood of \$23,000. The Morning Star arrived at San Francisco about a year ago from Honolulu, after doing missionary work in the South Sea Islands.

Included in the cargo taken by the Matson Navigation Company's steamer Enterprise, which left for Hilo on November 7, was an anchor, weighing fifteen tons. This is to be fixed at Paahau on the weather coast of Hawaii, to serve as a stationary mooring for coastwise shipping.

All persons having claims against the steamship Corona, the Pacific Coast Steamship Company and the Pacific Coast Company have consolidated in one suit. The suit was filed recently in the United States District Court and includes all damage cases against the Corona, ranging from \$40 up.

The U. S. steamer Manning is at the Union Iron Works for repairs. When under the command of Captain Cantwell, the Manning ran on the rocks off the Alaskan Coast. She was taken to the yards at Bremerton and examined, but it was thought advisable to have the repairs executed at San Francisco.

The British steamers Auchencrag, 2542 tons, and British Monarch, 2457 tons, both of which are at Portland, have been chartered to carry wheat thence to the United Kingdom, Havre, Antwerp or Dunkirk. The British Monarch was secured prior to arrival at 32, and the Auchencrag prior to arrival at 37.6.

Following is the reinsurance list, as posted at San Francisco on November 9: Siberhorn, 148 days from Newcastle, Australia, for Pisagua, 85 per cent; Arthur Sewell, 219 days from New York for Seattle, 60 per cent; Adolph Orlig, 214 days from New York for San Francisco, 30 per cent; Glenogil, 175 days from Liverpool for San Francisco, 10 per cent; Lauriston, 141 days from Tumbay Bay for Falmouth, 10 per cent.

The fierce winter gales of the North Pacific have made it almost impossible for steamships to discharge cargoes at Katalla, the port below Valdez, where the Morgan-Guggenheim interests expect to develop a real city when the Copper River and Northern Railroad is completed. Steamships carrying supplies to that point are now compelled to stand away off shore until the weather moderates, and most of them have gone into Cordova Bay to discharge and depend upon local steamers to land cargoes.

For the first time in the history of the office of the deputy collector of customs at Oakland, Cal., a Naval Officer has been stationed here. H. B. Needham, brother of Congressman Needham and formerly a clerk in the department of Naval Officer Irish of the port of San Francisco, has been assigned to the Oakland customs office. Papers necessary to the liquidation of entries and the handling of the business of the office had formerly to be sent to San Francisco to be inspected by a Naval Officer.

Admission is now made that it is possible that the Atlantic battleship fleet, or one of its divisions, now preparing for the cruise to the Pacific Coast, will make a voyage around the world. It has been suggested and the plans are understood to be favored by the President that the ships, after staying for a brief period on the Coast, shall continue to the Asiatic station and thence back to the United States by way of the Suez Canal route. That would be the most notable naval cruise for many years, and the longest ever made by so many modern war vessels.

The Pacific Mail Steamship Company's Panama liner Acapulco was libeled again in the United States District Court by James Otis, M. Hall McAllister and Everett N. Bee, co-partners, under the firm name of Otis, McAllister & Co.; Sperry Flour Company and the Stockton Milling Company. These firms seek to recover damages on large shipments of flour destroyed when the Acapulco sank at her dock last August. The Otis firm asks \$6466 damages; the Stockton Milling Company \$1009, and the Sperry Flour Company \$3476, making a total of \$10,955 damages.

The French bark Amiral de Cornulier, 1740 tons, now on Puget Sound, was chartered prior to arrival at 27s 6d to carry wheat from Portland to the United Kingdom, Havre, Antwerp or Dunkirk. The American schooner Alexander T. Brown, 654 tons, now on Puget Sound, will carry lumber thence to Mazatlan. Balfour, Guthrie & Co. have added to their long list of charters for the season the French bark Marechal de Turenne, 1710 tons. The Marechal de Turenne will carry wheat from Portland to the United Kingdom, Havre, Antwerp or Dunkirk, the rate being 27s 6d.

The sensational story of five whalers being lost in the Arctic ice was shattered by a telegram from Seward, Alaska, received by H. Liebes & Co., conveying the information that all was well with the five whalers and that they all had been successful in their expeditions among the whales. The telegram announced that the whaler Herman had caught twenty whales, the Beluga nine, the Belvidere six, the Thrasher five and the William Baylies four. All on board these vessels are reported well and the whaling ships are now on their way from Unalaska to this port and their arrival may be looked for any day.

Franz Bopp, the German Consul, at San Francisco, has issued a statement refuting a rumor that international complications were to result from the refusal of captains of German vessels to permit Customs Inspectors to board and make the usual examination. Collector of the Port Stratton was reported to have said that German vessels would be boarded, "even if it was necessary to call on the military." It was claimed also, that the trouble was due to a difference of measurements of vessels for the tonnage tax, and that the captains of vessels had refused to accept the American standard of measurement.

The schooner Monterey has sailed for Manzanillo where she will engage in a search for treasure on the sunken ship Golden Gate, an old Pacific liner, wrecked half a century ago. Captain C. W. Johnson is in charge of the treasure-hunting expedition, as representative of a wealthy Eastern syndicate. Some years ago a brother of Captain Johnson was successful in recovering some treasure from the sunken vessel, but owing to the destruction of a wharf, from which operations were conducted, the search was abandoned. The Monterey is well found with every appliance thought to be requisite in the work she is undertaking.

The new wireless telegraph stations at Fairbanks and Circle City, Alaska, are ready for operation, according to advices just received by Brigadier-General Allen, chief signal officer of the Army. The stations are 140 miles apart and are designed to have a radius of about 250 miles. Stations are planned at various points from Nome to Cape Flattery, and before a year has elapsed the signal corps expect to have in operation wireless connection from Behring Straits to Puget Sound. This is intended to supplement the Valdez-Sitka cable and the land telegraph lines, which in the severe seasons are difficult to keep in working order.

The island 300 feet high discovered by the officers of the revenue cutter Hugh McCulloch, which reared itself out of the ocean in one night, has now almost entirely disappeared. According to the story told by Captain Tilton of the whaler Herman, which arrived from the Arctic on November 8, another submarine disturbance occurred which has lowered the strange island until it is now only five feet above the water at high tide. The island which resulted from a volcanic eruption at Bogoslof Island was first noticed by members of the crew of the revenue cutter Hugh McCulloch and was the subject of investigation by special scientists sent out from Washington. The island was originally formed at the time of a seismic disturbance in 1906. Its subsidence as a result of further disturbances up north is of much interest to the scientific world.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
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WEDNESDAY, NOVEMBER 13, 1907.

THE SAN FRANCISCO ELECTION.

In view of the many false and misleading statements made by the advocates of the so-called "Union Labor" party in the heat of the recent municipal campaign in San Francisco, and with a view of setting right any misconception that may have been caused regarding the local political situation in so far as it affects the trade-unions, a few words of comment are very much in order.

There is no need at this time to relate unpleasant history. Suffice to say, the "Union Labor" party was born in the darkest hours of the industrial strife of 1901. THE JOURNAL was the only paper in San Francisco that supported the party during its first campaign. This was done, not as a matter of principle, but as a matter of expediency. A protest against the shameful misuse of the police force during the City Front strike was needed, and the election of the first "Union Labor" mayor was no more and no less than a protest of the populace. As already stated, THE JOURNAL does not desire to quote unpleasant history, but is willing to let the past be forgotten and cover a multitude of sins with the mantle of charity. The country knows that the "Union Labor" party soon developed into a mere political job-chasing machine and has long ceased to have a moral right to the use of the name of "Union Labor."

The late election was in no way a contest between capital and labor, nor did the candidates of the so-called "Union Labor" party raise one single issue which would entitle the party to the support of union workingmen any more than either of the other parties in the field. It should be said, though, that the "Union Labor" party did its utmost to array class against class. In this attempt it failed ignominiously.

An analysis of the vote cast proves conclusively that a majority of the union working men did not cast their votes for the candidates of the so-called "Union Labor" party. The total vote cast was 57,720. The four candidates for Mayor received the following vote:

Edward R. Taylor (Dem.-Good Gov.).....28,806
P. H. McCarthy ("Union Labor").....17,617
Daniel A. Ryan (Republican).....9,275
Ernst L. Reguin (Socialist).....1,503

Plurality for Taylor.....11,189
Majority for Taylor.....411

These figures speak for themselves. No further comment is required to make plain the fact that the "Union Labor" party was repudiated at the polls by the union workingmen. This is as it should be. The political party, no matter what its name, that brings disgrace to the fair name of trade-unionism deserves defeat and the political party which argues that the welfare and progress of trade-unionism depends upon its perpetuation in office, deserves more than defeat. And the trade-union, if there is such union, that has to depend for its existence upon the continued success of a political party—it too, deserves defeat, for it has no justification for existence.

Joaquin Miller has contributed another pro-Chinese and Japanese article to the North American Review. Mr. Miller, who is known to his countrymen as a poet, styles himself as a laboring man anxious to advise his fellow laboring men on the ruinous cost of Chinese Exclusion. There is nothing startling in Brother Miller's lecture. He tells of the good old times when he was able to hire five Chinese to work on his ranch for \$5.00 per month each. Brother Miller blames the San Francisco union laborers for the passage of the Chinese Exclusion Act and calls attention to the undisputable fact that all the unions of San Francisco are but a part of the Golden Gate City, further, that San Francisco is but a very small part of California and California only a small portion of the United States. Cheer up, Brother Miller, we do not blame you for getting a whack at the labor unions; we know you never did admire them since they were partly responsible for raising the wages of your Chinese laborers. But do not forget, friend Miller, that once upon a time the people of the State of California voted upon the question of excluding your pets and very well you know the result. If a vote were taken to-day upon admitting Chinese and Japanese coolies we believe the results would show our coolie lovers to be in an infinitesimal minority.

The twenty-seventh annual convention of the American Federation of Labor is now in session at Norfolk, Va. One of the questions of particular interest to seamen that will require some action at the hands of the convention is the refusal of the International Longshoremen's Association to abide by the decision of the arbitration conference held at Erie, Pa., on April 18, 19 and 20, 1906. Whatever steps may be taken by the convention, the organized seamen have perfect confidence in their case, for they know that "Thrice armed is he that hath his quarrel just."

The JOURNAL has received a copy of the Union Goods Directory for Greater New York. The Directory contains classified lists of manufacturers and retailers of union-made goods, along with illustrations of the respective labels of unions. Trade-unionists of Greater New York are now in a position to learn at a glance what are fair goods and where to purchase them most conveniently.

AWARD OF DAMAGES.

The case of the mate of the barkentine Fullerton vs. the owners of that vessel, published on page one of this issue, is one of the few instances on record in which a judge could be convinced that the ship, through its owners and representatives, was guilty of negligence in furnishing unsafe appliances with which to manage the ship and thereby rendering the vessel liable for injuries received because of said unsafe appliances.

Numerous suits of similar nature have been ruled upon adversely and dismissed at the libellant's cost. In many cases it has been held that the vessel is relieved from liability because of the common assumption of risk by all seamen. Again in similar cases it has been ruled by the courts that the seaman is not entitled to damages because of his own negligence in exposing himself to the danger.

Judge Dole, however, did not permit hairsplitting points and arguments to influence his construction of the law. A perusal of Judge Dole's opinion will convince the average ordinary man, not a lawyer, that the decision is based upon sound reason and clear logic. Yet, before the damages awarded are paid over to the unfortunate who lost his right arm through someone's negligence, it may be taken for granted that an appeal will be taken to the Circuit Court and that distinguished tribunal has in several instances reversed the lower court when the latter had awarded damages to seamen. It is to be hoped that this case will prove the exception to the general rule.

The Supreme Court of the United States, upon full review of both English and American authorities in the case of the Osceola, decided that the law relating to the vessel's liability to injured seamen may be considered as settled upon the following propositions:

1. That the vessel and her owners are liable, in case a seaman falls sick, or is wounded, in the service of the ship, to the extent of his maintenance and care, and to his wages, at least so long as the voyage is continued.
2. That the vessel and her owners are, both by English and American law, liable to an indemnity for injuries received by seamen in consequence of the unseaworthiness of the ship, or a failure to supply and keep in order the proper appliances appurtenant to the ship.
3. That all members of the crew, except perhaps, the master, are, between themselves, fellow servants, and hence seamen can not recover for injuries through the negligence of another member of the crew beyond the expense of his maintenance and care.
4. That the seaman is not allowed to recover an indemnity for the negligence of the master, or any member of the crew, but is entitled to maintenance and care, whether the injuries were received by negligence or accident.

The Delineator, which is one of the few magazines still fighting the International Typographical Union, has inaugurated a "Child Rescue Campaign." The management of the Delineator should be reminded of the fact that consistency is still considered a jewel. While denying its own employes the shorter workday the Delineator sheds crocodile tears for the welfare of the child without a home. Of course, there is nothing new or original in the Delineator's policy; that journal has merely copied the well-defined attitude of certain monopolists who are willing to do almost anything for the workingman except to get off his back. In the meantime the public should bear in mind that the Delineator is a strictly "unfair" publication and unworthy of the support of men and women who believe in fair wages, fair hours and fair conditions.

JUDGE DOLE'S OPINION.

(Continued from Page 2.)

Counsel for libelees contends also that the ship is relieved of liability for the injury through the negligence of libellant by which he carelessly and recklessly exposed himself to danger and brought the injury upon himself.

General statements of a rule of law are sometimes misleading, by being vague and indefinite. The proper statement of the rule is, that one who knows of the defect and understands the danger created by it, is precluded from recovery when injured in consequence of such defect, when he has voluntarily exposed himself to the danger created by it.

"There may be a perception of danger without knowledge of the risks." Crawford vs. Am. S. & W. Co., 123 F. R., 275, 279, 280. Clark vs. Holmes, 7 H. & N., 937. Libellant had been told by some of the crew of the Fullerton of the loss of the port anchor chain of the Fullerton on the previous voyage, by its slipping over the wildcat, by which the wildcat was carried away and the chain ran out, carrying the starboard chain, to which it was shackled, with it. It was this, rather than the danger of injury in the way it actually happened to him, that was in his mind, so far as the evidence goes. He had never before had to do with a wildcat when its chain was too large for it. On the evening of the 24th of December, when he was informed that the chain was slipping over the wildcat, he feared that it might carry things away and not only damage the ship but put her in serious danger; to him it was an emergency calling for prompt action. As to signaling the Lansing to slow down, he says he had no authority to signal, and could not use the signal without the captain's permission, and that valuable time would have been lost in preparing to signal. The negligence of the agents of the ship had brought about this dilemma. "In the presence of great and unforeseen danger no man is expected to act with deliberation." Kekauoha vs. Robert Lewers, 1 U. S. Dist. Ct. Haw., 75, 85. "An engineer who remains at his post and faces danger is not to be deemed negligent . . . if he believes his duty requires him to do what he can to save those under his charge, and he braves death in the discharge of that duty, the law has for him no censure, but has, on the contrary, high commendation and respect." Penn. Co. vs. Roney, 46 Am. R. 173, 174, 175; Cottrill vs. Chicago, 37 Wis., 634. 32 Am. R., 796. These cases are not exactly analogous to the case before the court, but they are sufficiently so to support the application of the principle involved in them. There is no convincing evidence that there was negligence on the part of the libellant in the operation of making the lashing referred to. The proximate cause of the accident was the negligence of the ship, and the action of libellant by which he exposed himself to danger was not unreasonable and may be regarded as meritorious. The further point is raised in the argument that the master was negligent in using the winch and misfitting chain to meet the strain of the tow. The point is well taken. The master, knowing that the chain did not fit the windlass, should have adopted some other method of fastening the tow line, by the towing bitt, for instance, which was apparently made for this very purpose.

The second basis of damage claimed is the refusal of the master of the Fullerton to turn back for Port Harford after the accident for medical assistance. I find no basis for an argument in the contention of counsel for libellant that the Fullerton and the towing steamer, the Lansing, being engaged in a joint enterprise and connected by a towline, should be considered as a single vessel, as in the case of a collision, and that therefore the Lansing was under an obligation to have returned with the Fullerton to Port Harford. Neither the pleadings nor the evidence raise or support such a proposition. The ship was at about one-third of the distance from Port Harford to Kihei. The weight of the evidence is that the winds were favorable for a quick passage back to Port Harford, and were likely to continue so, but are uncertain and variable at that time of the year. It is also in evidence that there is liable at all times of the year to be thick fogs along the Pacific Coast, sometimes extending several hundred miles out to sea. These fogs are most prevalent in the summer and fall, but are sometimes met with in the winter months. There was a fair chance of reaching Port Harford in from three to five days, though it might have taken much longer. It was fairly certain that the continuance of the voyage to Kihei would take ten days at least, and there were chances of stormy weather which might compel the two vessels to separate and finish their respective voyages alone, in which case, with the unfavorable winds which are likely at that time of the year, the completion of the voyage of the Fullerton would be considerably delayed. The cargoes of both vessels was oil, which would not suffer from delay. The injury to libellant was of a most serious nature, requiring immediate surgical attention, and this the master may be presumed to have known. The Iroquois, 118 F. R. 1003, 1005.

It does not appear that the master took the injury to libellant very seriously; on the contrary, he treated it rather nonchalantly. He does not appear to have given the subject much deliberation, although he says he thought the whole matter over and came to the conclusion to continue

the voyage. Upon libellant's urgent request to return for fear of serious consequences to his arm if the voyage was continued, the master answered, according to libellant's testimony, "that will be all right, you know I can't turn around, it would cost me too much money. See how much it will cost to turn around, and the steamer will not go with me, anyway." He made no attempt to procure the assistance of the Lansing in the matter, either to return with the Fullerton or to convey libellant to Port Harford, leaving the Fullerton to finish her voyage alone.

"I can not agree to the proposition that sacrifice of time and risk to cargo are matters which can properly be permitted to outweigh the duty of surgical aid for a seaman disabled in the service of a vessel, when such assistance is necessary and can not be obtained otherwise than by putting into port. The obligation of the ship is discharged only when the master has used reasonable care in providing for the comfort and care of the seaman. Whether he is required to deviate from his course, and touch at some port at which the seaman can receive better attention than can be given him upon the vessel, will depend upon the circumstances of the particular case, such, for instance, as the nature of the seaman's sickness or injury, and the probability of being able to reach a port in time for his relief; but it would seem clear that if one of the crew were so ill or severely injured that anyone of ordinary judgment, seeing him, would know that his life or limb was in serious danger, and that he ought to have medical or surgical aid at the earliest possible moment, then it would be the imperative duty of the master to take the necessary steps to procure such aid, if within his power." The Iroquois, 113 F. R. 964, 967.

"The appellee had been disabled while in the service of the ship, and without any fault on his own part. By the maritime law he was entitled to be healed at the expense of the ship. Reed vs. Canfield, 1 Sumn., 195, Fed. Cas. No. 11,641; Harden vs. Gordon, 2 Mason, 54, Fed. Cas. No. 6047. This obligation was imposed upon the ship in consideration of the appellee's services, and his undertaking to engage in possibly perilous voyages, and encounter hazards, if necessary, in the protection of the ship and cargo." The Iroquois, 118 F. R., 1003, 1005.

Insurance on the vessel and cargo is not invalidated by a proper departure from the insured voyage. The Iroquois, 118 F. R. 1003, 1005.

Although the time which would have been required for the return was uncertain, I find from the evidence that the prospects of obtaining speedy medical assistance were decidedly more favorable in case of a return to Port Harford than by a continuance of the voyage to Kihei, and that the seriousness of the libellant's condition required the adoption of the most promising plan.

I find the ship liable to the libellant in damages for the injuries received by him through the negligence of its agents in furnishing for the ship's use a windlass and chain which did not fit each other, for injuries received through the negligence of the master in using such windlass and chain together for holding the said towline, and for the master's neglect of his duty to the libellant in neglecting and refusing to return to Port Harford for medical and surgical assistance. As to the amount of damages, I consider that the libellant's earning capacity may be reasonably estimated to be not over one-third of what it was before the injury. He is incapacitated from performing work as a seaman, but may still earn something on land. He had been earning in wages and perquisites one hundred and fifty dollars a month, and was earning on the Fullerton in wages and perquisites one hundred and forty dollars a month, with the chance of making it up to one hundred and fifty dollars. He was forty years old on the first of last February, and his expectation of life at the time of his accident was 28.18 years, with a discount for the sea service on a sailing vessel corresponding to five years, which is represented in the practice of the life insurance companies by a correspondingly higher premium. According to these somewhat arbitrary rules, which, however, appear to be the best we have, the libellant is entitled to an amount which at a reasonable rate of interest compounded annually will furnish him with twelve hundred dollars per annum for the rest of his life, dating from December 24, 1906, the time of the accident, which is here estimated at 23.18 years. I have taken six per cent as approximating to a conservative and average rate of interest in this country, as the basis of the estimate of this amount, and find the result to be fourteen thousand eight hundred and sixteen dollars and ninety-five cents (\$14,816.95). The libellant is also entitled to damages on account of his intense and long-continued sufferings of mind and body brought upon him through the negligence of the representatives of the ship. I find for the libellant in the sum of seventeen thousand and five hundred dollars (\$17,500) in the aggregate, and costs.

The 6000-ton steamship Isthmian is to be launched at the Union Iron Works, San Francisco, for the American-Hawaiian Steamship Company next January. Vessels of this company trade between Philadelphia, Pa., and Puerto Mexico, with sugar, and it is likely that the Isthmian may go to the former port in the sugar trade. It is not yet decided whether or not she will carry passengers.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 11, 1907.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping dull.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Nov. 4, 1907.

Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Nov. 4, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 4, 1907.

Shipping and prospects fair.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Nov. 4, 1907.

Shipping medium.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Nov. 4, 1907.

Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 2, 1907.

No meeting; no quorum; shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 3, 1907.

Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Oct. 28, 1907.

Shipping fair.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 7, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping medium. Balloting for officers for the ensuing term and for delegates to the convention of the I. S. U. of A. was proceeded with.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Oct. 31, 1907.

Shipping good; sailing vessels slow.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Oct. 31, 1907.

No meeting; shipping poor.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Nov. 4, 1907.

Shipping fair.

WM. PENJE, Secretary.

143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Nov. 5, 1907.

Situation fair.

R. H. WALKER, Secretary.

55 Main St.

DIED.

Chas. Graham, No. 370, a native of Pennsylvania, aged 40, reported drowned in Seattle, Wash., Oct. 10, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

RECORD TIME ON NEW SHIP.

The fastest time ever made at a Lake shipyard in getting a vessel ready for service after launching is claimed by officials of the Chicago Shipbuilding Company on the steamer W. A. Hawgood, which will be ready to leave port on her first trip two weeks to a day from the time she was put in the water.

The best previous record was made on the steamer Salt Lake City, which was launched at the local yards on August 20 and left port on September 19. The Hawgood, in command of Captain W. D. Ames, will leave South Chicago to-morrow for Ashland to load her first cargo of iron ore.

The departure of the steamer will close up the new work at the shipyard and 200 men will at once be laid off. The 100 workmen who will remain on duty at the yard will be occupied with repair work alone. Six months ago, before the strike was called, the company had 1,800 men on its pay roll.

TWO MORE NEW STEAMERS.

"Passenger travel over our road has been heavier this season than during any year since the line was built," said William Stitt, General Passenger Agent in charge of the Eastern lines of the Canadian Pacific at Detroit, Mich.

"Every train both ways from coast to coast is loaded, and steamships can not more than take care of the business. This is especially true on the Great Lakes. Next summer the Canadian Pacific will add two more steamers to its lake fleet. They will come from Liverpool to Montreal loaded and will be sent around to the Lakes through the St. Lawrence and Welland Canal. In order to pass through the Canal they will be cut in two and put together near Buffalo. This will make our Lake fleet five good vessels."

AN OLD BELL.

Undoubtedly the oldest bell in commission among the Lake fleet is that which is doing duty on the steamer Weston. Investigation shows that it was cast in 1794 for the Helena, presumably a lightship doing duty in the vicinity of Boston harbor. Many years ago it became the property of William Dulac of Mt. Clemens, Mich., afterward commodore of the Tonawanda Barge Line fleet, and was installed on the Weston. Subsequently it was covered with paint to protect it from the weather, and on being polished when it was found that the paint impaired its sounding ability the date of its manufacture was brought to view. The bell weighs 100 pounds.

SETTLEMENT OF COLLISION CASE.

A decree in the Etruria-Amasa Stone collision case, in which the damages were divided, has been entered. The Etruria was sunk and the Stone's underwriters will be called upon to settle about \$13,000 for her cargo and about \$116,000 for the steamer.

SEAMAN'S CONVENTION.

The Twelfth Annual Convention of the International Seamen's Union of America, which will convene at Chicago on December 2, 1907, is the first convention attended by the seamen of America as a whole. This convention will welcome two new bodies of seamen to the ranks of the International Seamen's Union of America and to the brotherhood of the sea. The Harbor Boatmen of New York and the Marine Firemen, Oilers and Watertenders' Benevolent Association of the Great Lakes, will be present for the first time, and every effort will be made to welcome our new brothers and assure them that they are at home at last. The day the convention meets will be an epoch in the history of the International, and will be a realization of the hopes and dreams of the hard-fighting, far-seeing leaders in the grandest organization the world has ever known.

W. H. JENKINS.

LAKES NOTES.

The stern portion of the Canadian Pacific line steamer Assiniboia arrived at Buffalo November 1 from Scotland. The steamer was cut in two at Quebec in order to get her through the Canals, and the remaining section will reach Buffalo in a few days. The two halves will be reunited at the Buffalo drydock.

Now comfortably past the five million-ton mark, Conneaut will break all her former records for ore receipts this year. Customs Collector Reig's report for October shows receipts of 872,641 tons. This makes a total to November 1 of 5,057,030 tons and with nothing unforeseen occurring the record of last year of 5,432,370 tons will be surpassed by a big margin.

The crews of the steamer Pawnee and barges Orton, Edwards and Young, which arrived at Tonawanda November 1 with lumber for A. A. Bellinger, were paid off and the vessels will go into ordinary as soon as their cargoes have been discharged. This will be the second tow to go into winter quarters there. The other tow consisted of the steamer F. A. Meyers and barges Hutchinson and Commodore.

Details of the tying up of the Norwegian steamer Pollux by the sheriff at Port Dalhousie are at hand. She was chartered by the Mackays, of Hamilton, Ont., to take a cargo of wheat to Norway. When the boat was being loaded it was discovered that her hold was covered with coal oil, and this was reported to the master, who refused to have it cleaned. The Mackays, when apprised of this state of affairs, canceled the contract and brought suit against the owners of the boat for \$4,000 damages. The Pollux is manned almost entirely by Norwegians.

For union-label products consult the JOURNAL's ad columns.

WILL BUILD BIG DOCK.

To provide for the enormous coal supply needed throughout the Northwest, the Pittsburgh Coal Company will erect in Duluth the largest coal dock in the world. The new dock will cost a clean million dollars.

Officials of the company in the city are very reticent regarding the proposition but did not deny that this action had been contemplated for some time past and that the special meeting of directors here last week had to do with the erection of the new dock.

President Taylor of the company of Pittsburgh, who visited Duluth in company with several of the directors two weeks ago, and went over the various wharves and properties of the concern, gave out the interview regarding the erection of the monster new dock, after his return to Pittsburgh. The matter was under advisement during the visit of officials here, but nothing was given out, it being left entirely to the judgment of the President and other members of the board whether or not the work should be done.

RECORD FOR ASHTABULA.

The receipts of iron ore at Ashtabula Harbor during the month of October exceeded expectations and passed the million ton mark; in fact, beat by 20,000 tons the best previous month, August, thus raising the record to that extent.

The total number of tons received was 1,178,350, which made the season's receipts at this port to date 6,517,011 tons. The estimate on the season's total is placed upward of 7,500,000.

Coal shipments fell off, showing a total of 280,000 tons.

CLAIM FOR \$5000.

The Lehigh Valley Transportation Company wants \$5,000 salvage from the owners of the barge Angus Smith, which was picked up in a helpless condition near Long Point, Lake Erie, October 27, and brought to Buffalo by the steamer Wilkesbarre.

Suit for the amount was filed in the District Court and the barge is held to satisfy the claim.

A dispatch from Bayfield, Wis., stated that the steamer Cormorant, of the Edwards-Hines Lumber Company's fleet, caught fire on Lake Superior near Bass Island and was burned to the water's edge. The crew of the Cormorant escaped to the barge Helvetia, which was being towed by the Cormorant. Later a tug picked up the Helvetia and proceeded to Duluth with her.

Both vessels were bound from Lake Erie to Duluth to take cargoes of lumber. The Cormorant was a wooden steamer, 212 feet long by 34 feet beam, and she was built in 1873. Chicago dispatches say the Cormorant carried fire insurance.

The claim of the Montreal Transportation Company against the steamer Norwalk, which sank the barge Jeannette, is \$26,500. The Canadian Company says the steamer was all at fault.

MARINE ITEMS.

The schooner Romeo, formerly Taylor, has been sold by Hiram H. Smith of Buffalo to Fred W. Smith of Dunkirk and Alice Manhart of Los Angeles.

The steamer City of Grand Rapids, which burned at Tobermoray, is well remembered in Lake Erie, as she formerly ran on the Cleveland-Port Stanley route. At that time she was owned by Captain John W. Averill, of Cleveland.

The United States Inspectors of Steamboats have received letters from Washington relative to the inspection of new boats that are now being constructed at the various yards. Special attention is called to the matter of hatches and hatch coverings, due, doubtless, to the big amount of talk concerning the recent loss of the Cyprus on Lake Superior.

The letter reads substantially as follows: "You are hereby instructed that when making inspection of freight steamers you note in particular the construction of the hatches, their covers and fastenings, the canvas covers and tarpaulins and methods of securing same, making note of such examination under head of 'Remarks.'"

FUTURE OF THE PACIFIC.

It is generally conceded, I believe, by the best and most far-sighted minds, that the greatest world trade of the future is to be across the Pacific. For centuries trade centered in the Mediterranean, with the result that the largest and most important cities of that time were formed on the shores of Southern Europe and Northern Africa. The discovery of America, then a wilderness, centered trade later in the Atlantic, and the most important cities of the world then grew up on the shores of Western Europe and Eastern America. So the cities of the Pacific Coast of America in time will probably be in proportion to the trade across the Pacific, and the trade across an ocean, other things being equal, is in proportion to the number of people who live along its borders.

To-day the Pacific Coast of the United States has about one-twelfth as many people as live along the Atlantic seaboard; yet the shores of the Pacific are many times richer in natural resources than are those of the Atlantic. There is hardly any comparison between the sterile hills of New England and the garden valleys of Washington, Oregon and California. California alone is, broadly speaking, two-thirds the size of France, and is easily capable of supporting 20,000,000 people. France supports 40,000,000. Along the lower half of the Western sea-coast, for hundreds of miles, there is but one world harbor—San Francisco. This fact alone insures to the Golden Gate a city as large as Paris, or even larger. The growth of this city—or any of the other cities of the Pacific Coast—will not be sudden, but it will be in exact proportion to the pressure of population in America, the awakening of Asia—as Japan has awakened—and the development of other Pacific shores.—Chauncey Thomas in Success Magazine.

Demand the union label on all products.

INFORMATION WANTED.

Victor Koenen is requested to communicate with James Dyk, 32 Percy street, Paterson, New Jersey.

William Smith is requested to write to his sister, Mrs. Lot. Beeks, at Mannsville, N. Y. Important!

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Dennis Dunnigan is requested to communicate with Attorney T. E. McLaughlin, at Wilkes-Barre, Pa., or W. H. Junkins, Conneaut, Ohio, and call for mail at Conneaut.

Mrs. T. A. Lathrop is making inquiry as to the whereabouts of her son, James Lathrop. Any one having any information regarding the same please communicate with Mrs. P. A. Lathrop, Mount Vernon, Wash.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

Demand the union label on all products.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA....Box 235
KINGSTON, ONT., CANADA....(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis. Manistowoc, Wis.
Ashtabula Harbor, O. Marquette, Mich.
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Duluth, Minn. Saginaw, Mich.
Escanaba, Mich. Sandusky, O.
Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.

Groceries—James Butler, New York City.

Tobacco—American and Continental Tobacco Companies.

Whiskey—Finch Distilling Company, Pittsburgh, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.

Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.

Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburgh Expanded Metal Co., Pittsburgh, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Lerch Bros., Baltimore, Md.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.

Wire Cloth—Thos. E. Gleason, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

A DOGWATCH YARN.

(Continued from Page 2.)

extra bag to hold all the duds I bought in the slopchest, an' you can gamble on it that I was the white-haired boy with old man Scott—never hardly put me hand to anything but sailmaking an' sech fancy work as cross-pointing, grafting, hitching, coachwhipping, makin' fancy sennit mats, an' what not. So long as we bought ever so little—a box of matches, a cake of soap, a 5-cent plug of tobacco, a handkerchief, a couple of sewin' needles, a paper collar, an' so on—we were all right for good jobs for several days after. The paper collars came in handy as an excuse for goin' in the slopchest, for every Sunday morning all hands had to dress up an' put clean collars on an' go to church in the cabin. There he'd have all the code flags hung up on the walls, an' the ensign spread over a drygoods box that he used for a pulpit. First he'd pray some, an' then he'd start us a-singin' Sankey an' Moody's hymns, an' then he'd pray some more, an' the last word of his prayer was hardly out of his mouth before he'd turn to the mate an' say: 'Now, Mr. Penryth, while we have the men handy here we'll turn to an' sway everything up fore an' aft.'

"He was wise to the ways of sailors, too. One Saturday afternoon the mate was rummaging amongst the stores in the lazarette. By an' by he comes across a keg of kippered herrings that had been slightly damaged by mildew. 'What'll we do with 'em, sir?' sez he to the old man; 'send 'em for'ard to the sailors?' 'No,' sez the old man, 'if you do that the sailors will say that we couldn't eat 'em ourselves or they'd never have got 'em, an' then they'll be cussin' me in both rhyme an' prose for a month to come. No, Mr. Penryth,' sez he, 'you take that there keg up on the poop an' lash it to one of the quarter bits. Leave the head off so's to make believe it's been put there to air the herrings. Then the sailors'll steal 'em, a few at a time, an' say nothing about 'em bein' mildewed or anything else.'

"Well, gentlemen of the sea, every time the wheel was relieved after that the feller who was relieved would peer around to see if any of the afterguard was a-lookin'. If the coast was clear he'd sneak his hand into that there keg an' pull out a handful of herrings an' stow 'em away under his jumper, an' walk to the fore'sle with 'em, tryin' to look as unconcerned as Billy-bedamned. In about a week or so there wasn't a blessed herring left in the keg—we'd eat 'em all. Then the steward up an' told us about the job the old man had put up on us, an' maybe there wasn't a disgusted lot of sailors in the fore'sle that night! What! The maddest one of the lot was 'Sir Roger Tichborn,' a Cockney we had with us. 'Hit's a houlrage,' sez he, 'a hinsult to hour intelligence. Hif Hi knew hof hany law that would heffect hit Hi would 'ave the hold scoundrel prosecuted for tryin' to poison hus.'

"You see, 'Tichborn'—as we use'ter to call him for short—was one of them there affected, la-dee-dah East End Cockneys with more frills an' highfalutin' talk than a nigger colonel. I don't want'er take any credit from 'Steam' Pete there ('Steam' Pete sniffed disdainfully at this), but he certainly was the most or'nery liar I've ever been shipmate with. An' he sure was an amoosin' cuss. 'Mytes,' he'd say, strikin' an attitood like a young lady givin' a recitation at one of them

there Seamen's Friend Society pink teas, 'Hi 'aven't halwyse been has laow him the social scyle has Hi ham now. Me family his 'ighly connected—hif Hi was to tell you 'ow 'ighly you'd 'awrdly believe hit. Hin fact, the Hearl of Hanglesey his me secon' cousin. Hi was heducyted for the ministry, han' Hi ham the hauthor hof a text book hon 'ow to write sermons that ran through 'awrf a dozen heditions. But Hi was alwyse 'ankerin' hafter a hactor's life, so himely Hi went hon the styge. Me first happearence was in Drury Lyne Theytre, in a ply called "A Huspicious Hevent," han' Hi myde a 'it with the public right hof. Hafter that Hi plyde hunderstudy to Sir 'Enery Hirving 'undreds hof times. 'E used to sy Hi was a nacheral born 'istoric (histrionic?) hartist. But the hexitement hof the life drove me to drink, han' the hadmiration han' applause hof the lydies turned me 'ead. Iiin fact, the lydies was running hafter me hall the time, han' hat lawst Hi 'ad to leave dear hold Lunnun for the good hof me 'ealth. Han' 'ere Hi ham, a 'opeless, hunhambitious hold sylor, goin' to 'ell has fawst has Hi cawn.'

"If I was to tell youse only half the yarns 'Tichborn' use'ter spin about himself and his 'haristocratic' friends, not to mention the 'lydies,' it 'ud take me the balance of the voyage to do it. But I'll tell youse how we got back at him at last, an' made him quit cold.

"We had organized a band amongst ourselves for'ard—the 'foo foo' band we use'ter call it—and every once in so often when the weather was fine we'd get together around the forehatch in the dogwatch an' give a concert. 'Twasn't no great shakes of a band you understan'—just a concertina, an accordion, a couple of jewsharps, a pair of bones, a fine-tooth comb, a mouth organ, a marlinspike for a triangle, an old tin pan for a tambourine, an' so on. But we managed to make a good deal of noise just the same, an' old man Scott was in his glory when we'd switch off sometimes an' play hymns. He'd be standing at the break of the poop with his han's in his breeches pocket, rockin' himself to an' fro keepin' time to the music. By an' by he'd sing out, 'steward!' an' first thing we knew the steward would come trotting for'ard with a trayful of fancy biscuits and a decanter of wine, for he wasn't no teetotaller, the old man wasn't.

"Well, Cockney bein' supposed to know more about the leading of a band than the rest of us, an' he not knowin' how to play such common instruments as we had, we appointed him bandmaster. An' it would have made a horse laugh to watch Cockney, with a belayin' pin in his hand for a baton, wavin' his arms in all directions an' striking attitoodes to beat a 'Cheap John' tryin' to collect a crowd 'roun' him. But every now an' then he'd flunk on his job an' kick about the quality of the music an' the instruments. They were too durned common to suit him. 'Hit grytes hon me hears,' he'd say, 'to 'ear you ply those beastly hinstruments. Hi cawn't bear hit. Me hears 'ave been heducyted to happearence 'igh-class music, han' Hi ham happehensive that hif Hi listen much more to this 'ere 'orrible himitytion hof a band Hi'll lose me fine hear for 'igh-class music. Now, hif Hi 'ad a wiolin 'ere Hi'd ply you some hoperatic hyres han' Heytalian music that would chawrm you. Sir 'Enery Hirving 'e presented me with a genuine Stradiwyrius hon one hof me birthdyes, syng 'e knew hof no one who could ply hit hany better than Hi

(Continued on Page 11.)

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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GEORGETOWN, Wash.

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PROSPER, Or.

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Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

A. G. Oberg, No. 744, a retired member of the Sailors' Union of the Pacific, is inquired for by C. E. Roberts, 44-46 East street, San Francisco. Risor Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Charles Nelson, nicknamed Telephone Charlie, is inquired for by his brother, Axel Nelson. Address Sailors' Union of the Pacific, 44-46 East street, San Francisco.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about 8 years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

A DOGWATCH YARN.

(Continued from Page 10.)

could. Hit cost four 'underd pounds, but Hi 'ad to sacrifice it for three 'underd to py a gym'in' debt which Hi owed the Dook hof Hargyll.'

"He kept on talkin' that way about his 'Stradiwyrius wiolin'—'Strad' he'd call it at times—all the blessed way out to Coquimbo. Sometimes he'd go through the motions an' show us how he could play a fiddle upside down, over his head, behind his back, under his chair, two strings, one string, or no string at all, till we all got a thinkin' that he must be a reg'lar crackerjack at the business. 'Hi 'ave the hartistic temperament,' he'd say, 'han' when Hi plyse the wiolin me mind his hin a trawnce like.'

"But, to cut a long yarn short, we got to Coquimbo at last without any mishaps to speak of. After we had discharged the cargo the old man gave each watch thirty-six hours' liberty and a month's pay for spending money. I was in the starboard watch, an' it was our turn to go ashore first, so Monday morning after breakfast we piled into the boat, an' 'Tichborn' an' a little Norwegian chap set us ashore. Well, we kept gawkin' around at the people an' the shops till, presently, we 'spied a place where it said: *English Spoken Here. Wines and Liquors.* In we goes an' calls for the drinks. The boss of the place was a Dutchman, an' a jolly good fellow he was, too. Every now an' then he'd say: 'Haf vun drink on der house, mein frens; I invitations you.' By an' by the boys began to feel too good to sit still, so some of 'em got up an' started in to do a little buck an' wing dancing, the others keeping time by stamping their feet an' clapping their han's. 'Vait, wait, mein frens,' sez the landlord, 'und I pring mein fittle und blay for you.' 'Way he goes an' fetches a fiddle, an' I'll be damned if he couldn't play to beat the band. Of a sudden, while he was playing away, an' the boys tryin' to kick the ceiling, I sees big Johnson, a Brooklyn Swede, jump up from his chair like he'd been shot. 'Boss,' sez he to the landlord, 'what'll you take for that there fiddle?' The Dutchman he hemmed an' hawed for a while, but finally he sez: 'Vell, mein fren, it iss vort drie pun, aber you und you shiffsmates mak so goot pitzness for me dot I let you haf it for doo pun sterling.' 'Boys,' sez Johnson to us, 'let's make a tarpaulin' muster an' buy that there fiddle for 'Tichborn'; then we'll have fine music all the way home.' Well, say; I never saw ten dollars collected so quick in all me born days. I swear one half of the boys didn't have a look in at all on the deal; it was done so quick.

"Well, youse knows how it is on such occasions. We got played out for money pretty early next day, an' towards evening we were mighty glad to get back on board again. Johnson had the fiddle wrapped up in his coat, for we wanted to kinder surprise 'Tichborn.' The port watch was just goin' to their supper as we got on board. In we walks into the fore'sle, Johnson leading on like Macduff. 'Here,' he sez to 'Tichborn,' see what we've got for you,' holding up the fiddle; 'now give us a tune.'

Gentlemen of the sea, of all the crestfallen, scared-looking chaps I've ever seen, 'Tichborn' looked the worst. 'What's the matter with you?' Johnson sez; 'are you sick?' 'No,' sez 'Tichborn.' 'Then why th'ell don't you play us a tune?' sez Johnson. 'Hi cawn't ply the fiddle, mytes,' 'Tichborn' blurts out, almost

crying; 'Hi've honly been foolin' with you fellers.' 'What!' roars Johnson; 'you blither-in,' blankety-blanked son of a sea-cook (only Jack didn't tell it quite like that); you've been foolin' us, have you?' Crash! Bang! went the fiddle over poor, bloody 'Tichborn's' co-coanut, an' broke in a hundred pieces. If we hadn't hauled Johnson off him he'd surely have massacred him. That night 'Tichborn' slept under the fore'slehead. Next morning he got his month's liberty money from old man Scott, an' went ashore along with the port watch, an' that was the last ever saw or heard of 'Tichborn.'

"Well, now," began "Steam" Pete reflectively, "some of them there Cockney chaps is purty smart guys, all right, all right. I was shipmate with one in the old Sachem of Boston, an' he was just about as tricky as they make 'em. He was a ventriloquist, an' had us all scared to death 'most with the unearthly noises an' groans he use'ter throw all over the ship. But one day, just as he was a-tryin' to throw his voice up on the poop, a flyin' scantlin' struck him square across the midriff and knocked the wind clean out of him. Well, youse may not believe it, but from that day Cockney could never catch up with his voice again. Whenever he wanted to speak to one of us he'd have to walk away about sixty or seventy feet to make himself properly understood. If he was at the wheel and the old man changed the course, or told him to luff or keep her off, he'd have to let go the wheel an' run down on the maindeck to repeat the order. An' he got in a hell of a mess once through not havin' his voice handy. Him an' the second mate was reevin' off a new lanyard in the lee mizzen riggin,' an' the second mate sez to him—"

At this interesting juncture someone shouted down through the scuttle:

"Hey, below there; eight bells. You'd better put your oilskins on, boys! it looks kinder rainified to win'ward."

The interruption came most opportunely, for "Steam" Pete was by this time wound up for a yarn the length and toughness of which would undoubtedly have caused the editor of THE JOURNAL to throw the whole business into his wastepaper basket.

HAWSERLAI D BILL.

REAWAKENING OF BRUGES.

That ancient city which was christened by George Rodenbach "Bruges-la-Morte" is to be Bruges-la-Morte no longer, as King Leopold and the Belgian Government have just officially organized and opened the port of Bruges, which is once more in communication with the open sea. "Bruges," says a French writer, "is a dreary convent, and before its closed doors old women tell their beads; it is a backwater in which the slow-trailing course of the swan is the only movement in its waters; its cloistered silence is adorned by the magic genius of Memling, and its streets are filled with that hush which is the sign of a city too big for the number of its inhabitants." Those who know Bruges will recognize the faithfulness of this description, and will perchance heave a sigh to think that so peaceful, so beautiful, so unique an Old World city should be invaded by the hustling spirit of modern commercialism. Its charm has lain entirely in its aloofness and remoteness from the rush and stress of life—that is to say, its charm for the foreigner and the outsider; but the Brugeois, the inhabitants, have never been content to

recognize this, and have strenuously resented the fact that it has fallen from its high and ancient estate; proud of the unique position that it has occupied as one of the most interesting survivals of mediaevalism, of the precious souvenirs of the past with which it is filled, they have, notwithstanding, never abandoned the hope that its prosperity might once more revive. Bruges owed its ancient splendor to the sea; it was the Venice of the north, to which came, in the thirteenth century, ships from all parts of the then known world to discharge their cargoes, and from thence "ivory, apes and peacocks" found their way on the backs of pack animals into the center of Europe. The city was joined to the sea by a canal ending at Dumme, and up this canal passed the caravels of the commerce of the Middle Ages. Just as long as this open communication with the sea lasted Bruges remained rich, prosperous, a place of much consideration among the traders and merchants; but when, in the fifteenth century, the unceasing silting up of the entrance to the canal rendered access to the city difficult, trade slowly declined, until, at the beginning of the sixteenth century, Bruges was abandoned by merchants for the more favorably situated port of Antwerp. The antique Flemish town surrendered mournfully to the inevitable, and for close upon four centuries she has lived upon the memories of a splendid past.

In the second half of the nineteenth century, however, the idea was once again revived of connecting Bruges with the sea. In 1866 Baron de Macre conceived the project of joining up Ghent with the North Sea by a maritime canal, with an exit at Reyst; but the scheme did not find favor with the people of that city, and in consequence attention was once again turned to Bruges as a potential seaport. Presented to Parliament in 1890, the idea was discussed in 1892, definitely brought forward and voted in 1894. Thus in less than thirteen years this great work has been accomplished, and in justice to King Leopold it must be admitted that his personal initiative has had much to do with the realization of the project.

The sum total of the work is divided into three essential parts—a port at Bruges itself, a maritime canal joining Bruges with the coast, and a port on the coast consisting of an interior harbor and a deep-water anchorage inclosed by an immense jetty. The port of Bruges comprises three basins, one of 550 meters, one of 320 meters and one of 300 meters, all eight meters in depth. The maritime canal has a width of seventy meters and is eight meters in depth. It can, however, be deepened to eight and a half meters if necessary. Finally, the port on the coast, to which the name of Zeebrugge (Bruges-on-Sea) has been given, is formed by a curved jetty of 2,487 meters in length, embracing a superficial area of 138 hectares. The quay wall extends to a length of 1,721 meters; the berthing space for vessels to come alongside is 746 meters, with a minimum depth of eight meters of water; 375 meters with 9.50 meters of depth, and 450 meters with 11.50 meters depth. Any ship at present afloat can, in consequence, come alongside at any stage of the tide.—London Pall Mall.

It is reported that a gold coinage law is being drafted for Siam, and that the measure may become a law within the year. It is under this law that it is proposed to reintroduce the stang—a copper coin this time, not nickel, as before.

World's Workers.

Last year 315 children under 14 years of age were granted permits in New South Wales to remain away from school and work in factories.

The butchers' union at Kalgoorlie, West Australia, is preparing to cite a case for the Arbitration Court, in consequence of some employers cutting wages.

The Women's Political Labor Council in Brisbane, Australia, which is a real live organization, has generously voted £5 to assist the locked-out Gas Company's employees.

Union coal miners employed by the Sydney (Australia) Harbor Collieries' Company have given notice that unless they are paid 11s per shift they will quit work.

An Order something like the Victoria Cross is about to be established in England for those who show bravery in saving lives endangered by mining disasters.

Denmark leads the way in labor organization. Fifty per cent of her wage-earners are unionists. England, Germany, Sweden, Hungary, Austria, and Belgium follow in respective order.

A Wages Board in Victoria, Australia, having increased the wages of journeymen bakers from 1s 1/2 to 1s 1 1/2 per hour, master bakers were mean enough to appeal against the penny rise.

West Australian miners at Boulder are going to establish a co-operative store, in consequence of the local traders raising the prices of necessities they had in stock before the new tariff was proclaimed.

The Federated Butchers' Union in South Australia has notified master butchers that the practice of making deductions from men's wages, to provide for insurance under the Workmen's Liability Act, must cease.

German factory legislation forbids a woman to go to work within a month of the birth of her child, and the workmen's insurance system insures her gratuitous medical assistance and half her ordinary wages.

The union butchers employed at the Lake's Creek Meat Works, Rockhampton, Australia, have downed knives in defense of an agreement entered into some time ago, which they allege the company is now openly and wilfully violating. Butchers out of work are requested to keep away from Lake's Creek while the dispute lasts.

In deciding a case in the New South Wales Arbitration Court recently Judge Heydon remarked that organized labor was a form of labor-saving machinery. "The workers, however, were not merely machines and wealth producers; they were also members of the community, and their wages, if possible, and the conditions under which they worked, had to be satisfactory."

The total number of cases presented under the Conciliation and Arbitration law in New Zealand last year was 406, of which 359 were won by the unions, 38 dismissed, and 9 withdrawn. During the year only two strikes occurred. In one of these the Auckland Tramway Company was fined for dismissing men without notice, the men also being fined for going on strike; the other strike was in the slaughtering trade, where a number of the men were fined £5 each for aiding and abetting the strike.

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Portland, Or., Letter List.

Andersen, Fritzof	Larsen, F. -1113
Andersen, Geo. Chr.	Lyche, Harris M.
Andersson, A.	Lindeman, A.
Arras, Moritz	Langvardt, Christian
Behrens, Emil	Lang, G.
Bjorkman, Chas.	Le Fevre, Louis.
Bluhm, Peter	Lange, F.
Boose, Paul	Létre, Honore
Bauwens, Edemon	Maaack, Hans
Benson, John T. -143	Matson, Viknor
Bergh, Edw.	Marks, S. W.
Dalton, Thomas H.	Nelson, Chas.
Eriksen, E.	Nilsen, Edvin
Ehlers, Henry	Nordstrom, Knut O
Elving, Gust	Nurml, E. W. -865
Engbrethsen, Daniel	Nurminen, J. V.
Ellassen, O. E.	Olsen, Andy -754
Frost, Hans	Olson, Albert
Goethe, Vlektor B.	Olson, Olaf
Griel, Bernherdt	Olsen, Arthur G.
Henricks, Goss	Ordig, Bruno
Hansen, Hans Ch.	Petterson, John
Hansen, John	Petterson, Harold
Hansen, Harald	Petterson, Gustaf E.
Hansen, H.	-1018
Hansen, George	Petersen, Ed.
Hanson, Aldan	Peterson, Mauritz
Haagensen, Martin	Rosbach, Walter
Hartman, Karl	Raetz, Aug.
Ivers, John	Rosenfold, Isak
Jakobson, Ole	Russell, Ed.
Jacobsson, John	Selander, Gus.
Jansen, Haral L.	Staaf, Louis
Johannessen, Hans	Swanson, Ivar
H.	Smith, Max
Jaensen, Hans	Smith, H.
Janson, Oscar	Tyrholm, Johan
Johansen, F. B.	Thomson, John
Johanson, A. J.	Tornbeck, R.
Krstoferesen, Emil	Udd, John
Kaderhecht, Alf	Vincent, Joseph
Karlsson, A. M.	Wanous, Geo. A.
Kruhming, A.	Wilsen, Anders
Lindstrom, Emil	Waltner, M.

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother,

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Charles Hallen, 500 Fifth Avenue, New York City.

W. Wilson, fireman, who joined the steamer Como at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Joseph	Helenus, K.
Ag, Johan	Hennings, L.
Akesson, H.	Hikellct, E.
Allendsen, H.	Hill, G.
Albers, G.	Hagberg, W.
Albertsen, J.	Howell, A. S.
Amundsen, A.	Hoglund, F. V.
Ammell, A.	Holti, J. W.
Anderson, A. M.	Honde, P.
Anderson, E. -1149	Holmstrom, O.
Anderson, H. M.	Hustide, H.
Anderson, Axel	Hultberg, E. J.
Anderson, Victor	Ingebretsen, John
Anderson, L. T. -735	Ingebretsen, Karl
Anderson, Hjalmar	Ingalls, W. L.
Anderson, Oscar	Iversen, S. B.
Anderson, J. -760	Isaksen, I.
Anderson, J. E.	Ivarsen, I.
Andersen, -1520	Jacobson, Ole
Apps, P.	Jacobsen, J. A.
Appelquist, O. T.	Jacobs, W. M.
Arnesen, Martin	Jacobsen, Johan
Aspen, K. D.	Jacobsen, H. M.
Austin, M. M.	Jacobsen, John
Bateman, S. J.	Jack, P.
Berg, Albert	Jacobsson, Johan
Bernard, S.	Jensen, P. -1431
Bell, Erik	Jensen, E. -1298
Bensen, F.	Jensen, J. G. -1668
Bernert, F.	Jensen, P. -748
Behrend, F. C.	Jensen, J. G. -686
Berg, H. M.	Johansen, T. B.
Ree, Colln	Johansen, A. P.
Berkelund, R.	Johansen, Th. P.
Bindsell, W.	Johansen, Geo. W.
Billington, J. M.	Johnsen, Aug. -1451
Bjornholm, H.	Johnsen, Fr.
Blecka, A.	Johnson, C. J. -1666
Blomberg, G.	Johnson, N. G.
Botgerelst, L.	Johnson, Martin
Boose, P.	Johnson, H. L.
Bratrud, O. M.	Johnson, Tlm
Braa, P. O.	Johnsson, John A.
Brunstrom, G.	Johnson, C.
Bronelw, W.	Johansen, K. J.
Brewer, W.	Jones, W.
Brown, F.	Jonsson, A. J.
Bryning, W.	Jones, Fred.
Brown, James	Jorgensen, Alf.
Burk, C.	Jorgensen, Th.
Buckman, F.	Jorgensen, J. A.
Bundersen, Jens	Jurgenson, John
Carlson, Jacob	Jordt, P. -1737
Carlson, Hans	Jurgenson, Ernest
Capello, H.	Kahlbetzer, F.
Carlson, A.	Karlson, J. A. -388
Carlson, R. -656	Karlford, Ed.
Carlson, J. -861	Karlsmer, N. C.
Chotard, Emil	Kermagoret, A.
Clewley, James	Kelly, P.
Clark, S. D.	Kittelsen, K.
Clauson, C. L.	Kinloch, W.
Cortes, P.	Klemetilla, H.
Cook, H.	Kloes, W. O. F.
Corl, V.	Klemensen, C.
Craig, C. A.	Knoff, H.
Christensen, O.	Kristensen, E. -901
Danlensen, David	Krause, E.
Danlens, C.	Kreutz, C.
Danlensen, Ernest	Kristensen, K. D.
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	Olsen, K. E.
	Olsen, H. M.
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Overland, T.
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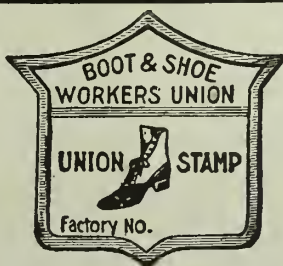
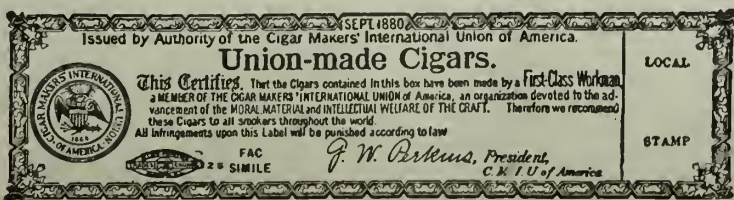
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Pt. Townsend Letter List.

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Stachenssen, C
Syvertsen, Syvaret
Sande, Anton
Tugland, Karl

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facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.Ask your dealer for Union Stamp shoes, and if he cannot supply
you, write**BOOT AND SHOE WORKERS' UNION,**
246 Summer Street, Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**Labor News.**The Union Pacific Railroad has dis-
charged 4000 workmen from the con-
struction department, and every piece
of construction work on the entire
system is abandoned.The officers of the Miners' Union
at Butte, Mont., announce that thou-
sands of miners have been laid off in
that district, and request that miners
keep away from Butte until work is
resumed.The riveters in the construction and
repair department, who quit working
on the Sheridan at the Mare Island
(Cal.) Yard on October 26 owing to
unsatisfactory conditions being forced
upon the men by Constructor Evans,
returned to work on the 30th, as the
trouble was amicably adjusted.Avery C. Moore, a mine operator
of Idaho, has enjoined the State
Treasurer from paying the July bill
of \$5,000 to the Pinkerton Detective
Agency. The petitioner alleged the
State had no contract with the
agency, and the bills were not specific
or accompanied by vouchers.During September there were
brought to the isthmus of Panama
for work on canal construction 783
laborers, of whom 664 were Euro-
peans and 119 West Indians. The
Panama Railroad force numbered
6238, making the total working force
of the Commission and railroad
29,845.Federal Judge Reed, of Dubuque,
Iowa, granted the Chicago Great
Western Railway a temporary in-
junction restraining the Oelwein
strikers and unions from interfering
in any manner with the company's
property or employees. Hearing on
the permanent injunction was set for
April, 1908.Not a wheel is moving on the Tam-
pico division of the Mexican Central
Railroad, all of the operating force
having walked out on October 28.
The men in the shops joined them.
The strike was caused by a quarrel at
Gardenas between a conductor, who is
said to have been drinking, and the
chief dispatcher.As the concluding act of the ses-
sion of the convention of the Ohio
Federation of Labor at Columbus,
Ohio, a resolution was adopted in-
dorsing the attack upon Secretary of
War William H. Taft as a Presiden-
tial candidate, which was published
over the signature of Samuel Gom-
pers, President of the American Fed-
eration of Labor, in the official organ
of the association at Washington.Fifteen Filipino riveters went to
work on the new collier Prometheus
at the Mare Island Navy Yard on
Nov. 7. It is said that they were
formerly employed by the Union
Iron Works, but that for the past few
months they have been working in
the northern part of the State. The
other riveters on the yard do not
take kindly to the importation of Fili-
pino mechanics by Constructor Ev-
ans.Guilty on three counts of intima-
dation was the verdict of the jury in the
case of Frank McGee, of Worcester,
Mass., national organizer of the
Foundrymen's Union. The trial grew
out of labor troubles at the Mc-
Lagon Foundry. The court sentenced
McGee to four months in jail. Im-
mediately an appeal was taken. The
labor organizer was released on
bonds of \$2500. The trial was on
McGee's appeal from a sentence to
two years in jail and a fine of \$400
on four counts.

News from Abroad.

The Finnish Diet passed a bill prohibiting the manufacture or importation of alcohol in Finland.

Great mystery surrounds the death three weeks ago of the Princess Shun, sister of the Empress of China.

Additional reports received in St. Petersburg of the sailors' mutiny at Vladivostok indicated it was the most serious uprising since Red Sunday.

The population of Canada, according to the official estimates of that country, was 6,504,900 on April 1, an increase of 21 per cent in six years.

Secretary Taft, in an address in Manila, advised against the formation of the American League on the ground that it would disturb the amity between Americans and Filipinos.

The Japanese cruisers which were sent to the Jamestown Exposition, have anchored in Manila Bay on their way home. A series of entertainments has been planned for their officers and men and every courtesy will be shown them by the insular Army and Navy.

Stimulated by a speech recently delivered in Shanghai by Secretary Taft, the American Association, representing leading Americans in the Orient, including those of high financial standing, is petitioning Congress to appropriate \$1,000,000 for a Federal building in Shanghai, to be commensurate with other Government buildings here.

The boilers of the German school ship Blucher exploded on November 6, while the vessel was near Murwick. Ten men were killed and thirty dangerously injured by the explosion. The Blucher is the German torpedo school ship. She was built at Kiel in 1877 and usually has on board 260 officers and men. Her armament consists of several old 5.9 inch Krupp guns and some smaller quick-firing guns.

The Chinese Government paper, established by Yuan Shi Kai, the new Grand Councilor, to supersede the old Pekin Gazette, announced the Government had planned, on account of the insufficiency of the Pekin Gazette and the inaccuracy of the provincial papers, to establish a Government press organ in each province. Its establishment means another step in combating revolutionary tendencies and propaganda in the Chinese Empire.

The Directors of the Bank of England on November 7, put up the minimum discount rate from 6 to 7 per cent. The only thing which would have averted this rate would have been assurances from responsible quarters in New York that the situation there, which it is recognized is due to the exceptional demands upon capital due to the great commercial activity in America, is sufficiently well in hand to warrant the expectation that there would be an early cessation of the gold drain on this market.

The postal question threatens general international complications. Russia denies China's right to receive European mails on account of the fact that she does not belong to the Postal Union. The Russians receive mail at Kuanchangtsu, Manchuria, seventy-three miles from Kirin, from all nations in the union, and deliver all incoming mails to the co-operating Japanese, who ignore the China postal service. China has applied on the Newchwang Railway the same coercive exclusion of Japanese mail carriers as she recently applied on the main line of the imperial railways.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aaltonen, R.
Ackerson, P.
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Magnussen, Carl G.
Mailan, M.
Malmgren, J.
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Markmann, H.
Martav, M.
Martin, Frank B.
Martens, Jules
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Mathiesen, T. L.
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Skreis, Hans
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Tauson, R.
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Taxt, Thos.
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Vejon, F.
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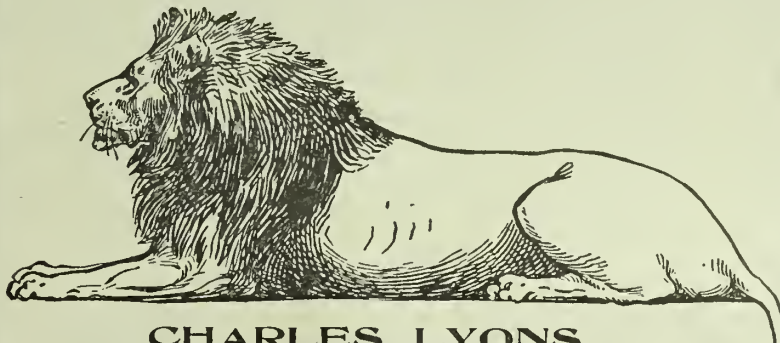
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not make a mistake—LOOK FOR THE NAME AND NUMBER.

Domestic and Naval.

Corunna cables that the Norwegian
steamship Langford, before reported
ashore at Corcubion, is considered a
total loss.

A recent cablegram from London
announces that the Dutch schooner
Anna, from Labrador for Gibraltar,
was abandoned on October 19 in lati-
tude 40 north, longitude 38 west. The
crew were landed at Liverpool.

A life-raft, painted a lead color and
with white ends, was passed on Octo-
ber 22 in latitude 37.22 north, longi-
tude 72.43 west by the British steam-
ship Limon, which arrived at Boston
recently from Port Limon.

The fact that a permanent steam-
ship line is to be established this
coming winter between Charleston,
S. C., and Trieste, Austria, is conveyed
in a letter to the Bureau of Manu-
factures from a business concern in
the former place.

The steamship Massachusetts,
which arrived at Philadelphia, Pa., on
October 24 from Honolulu, estab-
lished a new record for deep-draft in-
ward bound vessels. She brought 11,-
000 tons of raw sugar and her draft
coming up the river was 29.3 feet.

Reports from Boston say that the
strike of marine engineers is spread-
ing, and that nearly the whole fleet of
Lake-built steam colliers is tied up in
consequence. The question of em-
ploying a fourth engineer on this class
of boats is the cause of the tie-up.

After having traded to Atlantic
Coast ports since 1850 in the general
coasting trade, the American wooden
bark Stratford has been sold to Eng-
lish owners. The bark was built at
Williamsburg, N. Y., and was a well-
known vessel before the invasion of
steam craft.

The advance in ocean freight rates
which will go into effect next year
has not been agreed to by the Cos-
mopolitan Shipping Company, oper-
ating lines from Philadelphia, Pa.,
to Rotterdam, Leith, Christiania,
Copenhagen and Stettin, and its rates
so far as can be learned will remain
unchanged.

An extensive wireless telegraph sys-
tem has been erected by the United
Fruit Company on its fruit steamers,
and at numerous points on the Gulf
of Mexico and the Caribbean Sea for
communication between the offices,
steamers in transit and its plantations
in Central America and the West In-
dies. A station was recently added at
San Antonio and the extreme western
end of Cuba.

Captain Edward J. Dorn, U. S. N.,
retired, has been selected by the Sec-
retary of the Navy as the next Gover-
nor of Guam, as relief to Commander
Templin M. Potts, who has been or-
dered to the United States to com-
mand the cruiser Des Moines of the
Atlantic fleet. Captain Dorn is from
Missouri, and entered the Navy in
1870. He was retired in June, 1905, on
his own application.

The marvelous record established
less than a month ago by the giant
turbine Cunarder Lusitania, when she
cut several hours from the passage
time across the Atlantic, has been
broken. The vessel still retains the
title of queen of the seas, as it was she
herself that established the new low
mark, and incidentally she added sev-
eral new records to her credit. These
included the best day's run—618 knots,
made November 6th, an average of
more than 600 knots for every full
day, and an average hourly speed of
24.25 knots for the full 2781 miles.

With the Wits.

Had the Advantage.—"I don't like the way this hotel is run," said the man who always complains.

"Neither do I," answered the impassive clerk. "But you're in luck; you don't have to live here all the time."—Washington Star.

Progress. — "Gosh all hemlock!" exclaimed the first farmer, "ain't yer struck water yet? How deep hav ye gone?"

"'Bout a hundred feet," replied the other, placidly.

"An' ain't ye discouraged?"

"O! I dunno. I can't say I ain't gittin' a long well." — Philadelphia Press.

What He Wanted.—A very bald-headed man went into the barber shop in the American House in our town, and, plumping himself down in the chair, said:

"Hair-cut!"

Ed, the barber, looked at him a moment and replied:

"Why, man, you don't need no hair-cut. What you want is a shine."—Life.

What Difference?—"Beg pardon, sir," began the beggar, stopping a suburbanite at the ferry. "Can you spare a few cents to help me across the river?"

"Haven't you any money at all?" inquired the pedestrian.

"Not a cent," replied the beggar.

"Umph!" grunted the pedestrian. What difference does it make which side of the river you're on?"—Lippincott's Magazine.

Thought of Him—"I was introduced to Miss Pechis last night," said Mr. Timmid.

"Yes," remarked Mr. Knox, "I saw you. What was the matter with you? You didn't talk at all."

"No. I was kind o' bashful. I guess she doesn't think much of me."

"Oh! I guess she does. She told me afterwards that she was very fond of dumb animals!"—Philadelphia Press.

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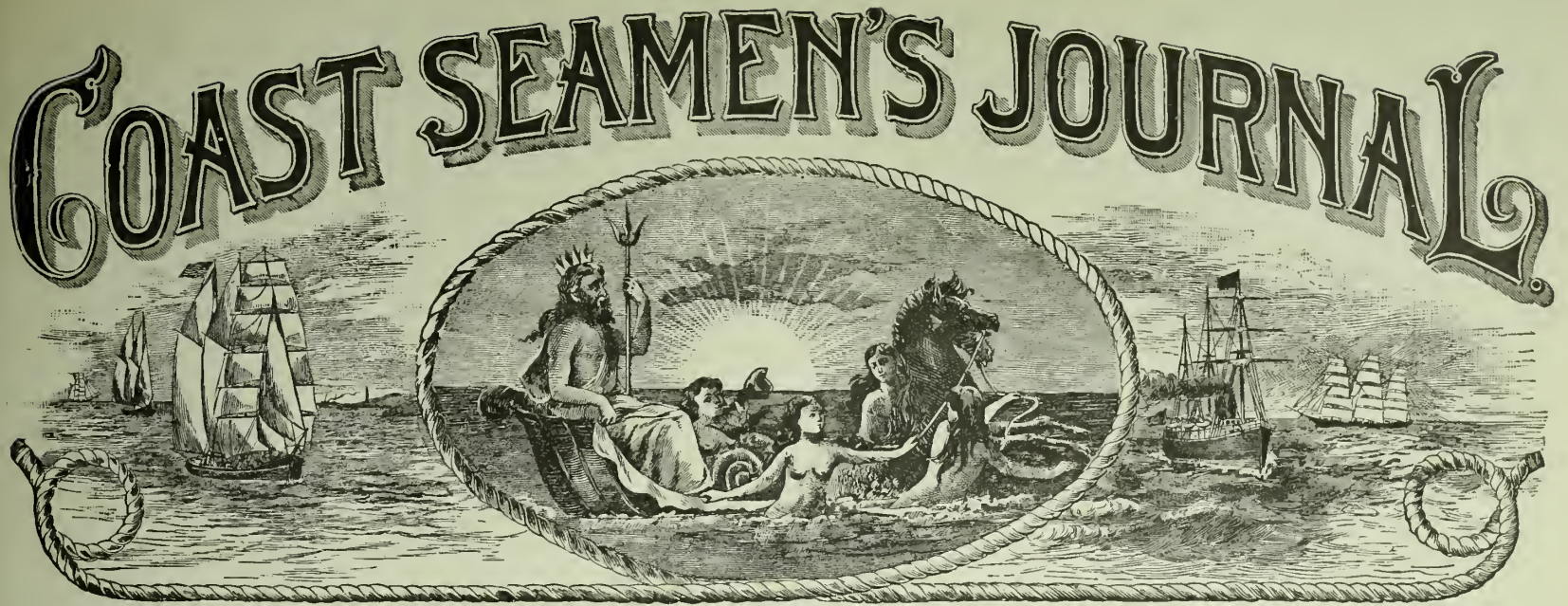
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VOL. XXI, No. 9.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 20, 1907.

Whole No. 1049.

CANNON'S LABOR RECORD.

AN appeal has been issued by the American Federation of Labor, calling upon all central bodies and local unions throughout the country to request the Congressmen from their respective districts to vote against the reelection of Joseph G. Cannon as Speaker of the House of Representatives. The general publicity given by the Labor press to Mr. Cannon's record on measures affecting labor ought to be sufficient to put a damper to that gentleman's presidential aspirations.

Following is the appeal issued by the American Federation of Labor:

The first Monday in December, 1907, the 60th Congress will convene. The members of the House of Representatives will proceed to elect a Speaker upon that day. Usually the candidate of the caucus of the majority party is elected Speaker. The Honorable Joseph G. Cannon has been Speaker in the past two Congresses, and unless the well-known opposition to his methods, even in his own party or other parties or elements in the House, is brought into co-operation, Mr. Cannon will unquestionably be again elected to that position, and that election will practically mean an endorsement of his past, and give him full range to carry out that policy in the future.

Recognizing all that Mr. Cannon has stood for in opposition to progressive legislation in the interest of labor, hence in the interest of all the people, we address the men of organized labor of the country, so that by common concert of action of all, some Representative in Congress may be elected Speaker who is more in harmony with the trend of progressive, reformatory legislation; who will aid in restoring the House of Representatives to the important position as a deliberative assembly, representing the people of our country. We ask the prompt co-operation of labor of the United States to accomplish the desired result.

It would be vain to attempt here to give even a brief account of all of Mr. Cannon's actions and attitude in which his hostility to the interests of labor and the common people could be recounted. Time and space and your patience forbid. But it is not amiss to indicate a few instances which are of general interest. And this, too, not only as Speaker, but also as a Member of the House of Representatives.

During the 56th Congress a pretense was made to secure amendments to the Sherman Anti-Trust Law. The representatives of labor were apprehensive that the purpose of the amendment to that law would be to afford no relief to labor, and therefore suggested an amendment which it had drafted. Labor's amendment came before the House for a vote, and was adopted by a vote of 259 to 9. The conspicuous member of the nine voting against it was Mr. Cannon. (Daily Congressional Record, June 2, 1900, page 6994.)

Labor secured the passage of a law to save the lives and limbs of employes on railroads, commonly known as the Safety Appliance Law. This law provided for uniform, automatic car couplers and power brakes on railroad trains. In the 57th Congress the enemies of that humane law made strenuous efforts to fritter away its safeguards

by authorizing a reduction of the number of air brakes to be used on trains. The parliamentary situation was such that the only way to prevent the passage of such a provision was to secure from the House the passage of a motion instructing its conferees with the Senate committee to recede from it. Such a motion was made and passed, but the Honorable Joseph G. Cannon voted against the interest of labor and humanity. (Daily Congressional Record, February 23, 1903, page 2704.)

All interests of an important character, other than labor, are represented in the government of our country by separate departments, each with its chief executive officer, a secretary, who is a member of the President's Cabinet. Labor has, therefore, for years sought the creation of a Department of Labor, with a secretary, who, in the President's Cabinet, could represent and speak in the name of the vast interests of labor.

During the 57th Congress a bill was introduced to create a new Department of Commerce and Industries, and to absorb the Department of Labor. If we could not secure a separate Department of Labor, organized labor was opposed to the Department of Labor being made a subordinate bureau in the then proposed new department, and we asked that the Department of Labor be left free and independent, until such time as Congress might see the wisdom and necessity of making that department executive in character, and that its chief officer should be a member of the President's Cabinet. When the bill was under consideration in the House, a member, one of labor's friends, moved to recommit the bill, with instructions to report a bill to retain the Department of Labor as a separate and independent Department, with a Cabinet officer at its head, but the Honorable Joseph G. Cannon voted against this proposition. (Daily Congressional Record, January 17, 1903, page 958.)

In the 58th Congress Mr. Cannon was elected Speaker, and made up his committees (before which labor legislation would come) in such a manner as to practically make it impossible for such legislation to be reported or enacted.

Prior to the 59th Congress, Mr. Cannon was communicated with and respectfully petitioned that in his appointment of the committees before which labor legislation should come, he might so constitute these committees that they would give labor legislation a fairer hearing, consideration and action. These petitions he utterly ignored and accentuated his hostile attitude by the appointment of members, if possible, still more antagonistic.

During the 59th Congress the committee having in charge the Employers' Liability Bill amended it so as to require the parents of the unmarried employe who was killed to prove their dependency upon him before they could recover damages for his death. Labor's objection to this unfair amendment was made known to Speaker Cannon, and an opportunity was asked to correct it, when the bill was up for consideration in the House. Speaker Cannon declined to grant this request, aye, before he would agree to recognize the member of the House having the bill in charge for the purpose of moving its passage, he exacted a promise from him that he would not offer an amendment to correct the defect referred to, and

by reason of the critical parliamentary situation thus created by the Speaker, we were compelled to permit the bill to go through the House with the objectionable provision retained.

Labor and other reform forces have for years endeavored to secure the passage by Congress of a law restricting immigration. Immense numbers—more than a million and a quarter—now come to our country within a year. One of the effectual means to secure this was an educational test, and this was incorporated in the bill before the 59th Congress, the U. S. Senate having adopted it in a bill which passed that body. It was clear that a majority of the members of the House of Representatives were in favor of this bill, including the educational test, but Speaker Cannon not only used the vast power and influence of his office to defeat it, but he left the exalted position of the Speaker, went upon the floor of the House, and by force pulled members out of their seats, and by threats and intimidation made enough of them go between the official tellers of the House and vote against the proposition. As a result of his high-handed actions, the educational test was defeated and stricken from the bill.

In the 58th Congress, the majority of Speaker Cannon's Committee on Labor adopted a series of resolutions containing inquiries which were incapable of intelligent answers. This course was adopted to avoid a record vote against Labor's Eight Hour bill.

In the 59th Congress Speaker Cannon's Committee on Labor was practically forbidden to report Labor's Eight Hour bill. The committee sought to prolong the hearings to prevent a report on the bill. At one session a peculiar situation was created. There were seven members present; three of the majority party and four of the minority party, and by a vote of four to three the chairman of the committee was instructed to report the Eight Hour bill to the House with a favorable recommendation that it pass. After the report was made to the House, Speaker Cannon positively refused to recognize any member of the House for the purpose of calling up the bill for consideration by the House; and thus, through Speaker Cannon's opposition and manipulation, the bill failed of passage.

In the 57th Congress the House of Representatives passed Labor's bill to limit the issuance of injunctions and the prevention of their abuses. In the 58th Congress Speaker Cannon's Judiciary Committee prolonged the hearings in order to prevent reporting the bill. In the 59th Congress Speaker Cannon's Judiciary Committee had hearings upon the subject of the injunction abuse and appointed a subcommittee to investigate a phase of the proposition. The subcommittee in its report cited the very abuses of which labor complains in opposition to labor's contention. The committee printed the subcommittee's report as a House document and refused to print labor's reply exposing the fallacy of the subcommittee's report.

During the 59th Congress Speaker Cannon used his influence to force through the House, without giving labor an opportunity to be heard, an act repealing the operation of the Eight Hour law, so far as it applies to alien labor in the construction of the Panama Canal. It was stated in justification (Continued on Page 7.)

THE FOUR-DAY BOAT.

The success of the *Lusitania* in steadily breaking all transatlantic records stands for something more than the achievement of an individual steamship company, commendable though that is, and for something more than the success of one of the two great maritime nations who are contending for supremacy on the high seas. For a technical journal the significance of the fine performance of this ship lies in the fact that it marks the successful accomplishment of a supreme effort in the development of the latest type of motive power, the steam turbine. For all his reputation for caution and conservatism, your typical Briton, when he does break away from traditions, is apt to go just a little further than his competitor, whether it be in the building of a 1,710-foot Forth Bridge cantilever, or the construction of a 45,000-ton turbine steamship. When the dimensions of the two new Cunarders were first announced, and it was learned that each was to carry about 70,000 horse-power in motors of what was then considered to be of a comparatively experimental and untried type, the marine world stood aghast that \$13,000,000 should be risked on such a doubtful venture; and when the supposedly 25-knot *Lusitania* completed her first voyage with an average speed to her credit of 23 knots an hour only, or half a knot less than that achieved by the German boats with the reciprocating engine, there was more wagging of wise heads, and reiteration of "I told you so's"; and this in spite of the assertion of the owners that the ship had been jogged along on between two-thirds and three-quarters of her full power, and had come into port with 1,500 tons of coal in her bunkers.

The second trip of the *Lusitania*, which commenced at 10:25 a. m. on Sunday, October 6, and ended at New York at 1:17 a. m. Friday morning, has served to set at rest all doubts as to the success of this boat. The whole voyage from Daunts Rock to Sandy Hook was completed in four days, nineteen hours and fifty-two minutes, at an average speed of just 24 knots an hour, the passage being made in five hours and four minutes less time than was taken on the vessel's maiden trip. Added significance is given to this performance by the official announcement that the vessel was not driven to her full capacity, the intention being to let her extend herself a little more on each succeeding voyage, until she has demonstrated her maximum transatlantic speed. It should be remembered that her contract with the government, on which hinges the payment of a \$750,000 annual subsidy, makes it necessary for the *Lusitania* to make a complete voyage from Queenstown to New York and back at an average speed of half a knot faster than was made on this trip, or 24½ knots an hour. Seeing that the *Lusitania* averaged on her trials nearly 25½ knots for 1,200 miles, there can be little question of her ability to make sure of the subsidy. When everything is thoroughly shaken down, and the officers and the crew are familiar with the ship, it will not be surprising if, under favorable conditions of a smooth sea and fair weather, she should make the run at 25 knots an hour, or in four and a half days. This would bring the ship to her dock in New York Thursday evening, and would enable not only New York but cities far in the interior, to receive

their mail one day earlier than they do at present—a convenience which, in itself, would go far to justify the great expense of the construction of these two fine ships. The arrival of these boats on Thursday evenings could be made a certainty by setting the hour of departure of the last mails from London three or four hours earlier in the day than at present.

In addition to securing the land-to-land record, the *Lusitania* on two days broke the record for all-day steaming, doing 608 knots on one day and 617 knots on another, as against the highest previous record of 601 knots, credited to the *Deutschland*. Her average speed of 24 knots an hour is about half a knot faster than the highest average of the Kaiser Wilhelm II. and the *Deutschland*. In looking back over the record for the past fifty years of transatlantic travel it is interesting to note how steady has been the increase in speed and the reduction in time. In 1856 the *Persia* crossed over the same course in 9 days, 1 hour, and 45 minutes. The first eight-day boat was the *Scotia*, which in 1866 cut the record to 8 days, 2 hours and 48 minutes. To the *City of Brussels* is due the credit of being the first seven-day boat, her time being 7 days, 22 hours and 3 minutes, made in the year 1869. It took eleven years to bring the record below seven days, the honor of this performance falling to the *Alaska*, which, in 1882, made the trip in 6 days, 18 hours and 37 minutes. Seven years later, in 1889, the *City of Paris*, the first of the twin screw liners, reduced the time to 5 days, 19 hours and 18 minutes. To develop the four-day boat has required eighteen additional years of development; and apparently the feat became possible only with the advent of the Parsons steam turbine.—Scientific American.

FALLACIES ABOUT RATTLESNAKES.

This is one reason for the continued existence of the rattlesnake in the midst of enemies who would exterminate it, for, contrary to the general belief, the rattler rarely gives its characteristic note of warning until actually attacked. In fact, the sharp, vibrant ring of its terminal appendage is probably designed more to assist this very sluggish serpent to obtain its food than to sound defiance or warning. In the first place, serpents possess but the most rudimentary traces of auditory apparatus and are practically deaf, the deficiency in the sense of hearing being compensated for by an extreme sensitiveness of feeling which makes them aware of the approach of moving objects by the vibration of the ground.

Hunters, treading cautiously upon a soft carpet of moss or leaves to avoid alarming game, will often step close to or over a rattler without disturbing it or receiving warning, and while many snakes are seen and killed by them, it is probable that a far greater number are passed by unnoticed. All snakes are timid and would rather run than fight, and the rattler is not inviting certain destruction by advertising its whereabouts in the brush.

Another common misconception which is apt to lead to serious accidents is the belief that a rattler is rendered perfectly harmless, so that it can be handled with impunity, by the removal of its poison fangs. These fangs, two in number, are situated on the upper jaw and lie flat except when the serpent strikes, when they become erect and

the closing of the jaws compresses the poison glands and injects the venom through minute openings in them. In striking its prey (for whatever charm the serpent may employ to get its victim within easy reach, it relies upon the venom to give the coup de grace), these fangs may often be broken, and Nature has provided a full supply of reserve weapons which lie dormant in the gums, and which within two weeks will develop and replace the injured fang.

An acquaintance who returned from a hunting trip with twenty-five full-grown rattlers in a box, kept them in his office for two months, confined behind a coarse-meshed wire screen. He handled them most carelessly, as he had extracted the poison fangs, but when shown that each of them had developed a perfect pair of new ones there was a sudden rise in the local snake mortality. One was preserved and sent to the Bronx Zoo, where it shortly afterward gave birth to a large litter of young ones, which could have easily crawled through the screen behind which the mother had been kept. As each of them possessed the poison apparatus in full commission and was without the power of rattle, they would have been even more dangerous than adult snakes.

Professional snake handlers are often ignorant of this power to quickly replace fangs, possessed by rattlers, and this ignorance led to a serious accident to one of them at Bostock's at Coney Island last year. He was badly bitten and narrowly escaped death, his recovery being attributed to the generous amount of whisky which was immediately administered to him, which illustrates another mistaken idea. It is a pity to shatter a pleasant illusion, but alcohol, except in very small doses, is harmful rather than beneficial as an antidote to snake-bite poison.—Francis Metcalfe in *Outing*.

CHILDREN WORK IN BAY STATE.

"Twenty-five thousand children between fourteen and sixteen years of age in the State of Massachusetts are not at school," was the statement in the caption of the charts made from the report of the commission of the industrial exhibit in Boston.

To every one that goes into an occupation which is worth while more than four enter a cotton mill or don a messenger suit or wear a cash girl's uniform. They seldom receive over \$5 before they are seventeen, and they reach the height of their power before they are twenty, with an income possible of \$8 to \$10. Were we to study for a few moments the wages of these juvenile earners we should find that those who receive over \$8 at seventeen or eighteen are very few in comparison with those who receive \$5 to \$8. If such employments mean development no cause for consternation would exist; but the time is past when one is compelled to urge upon the public the evil effects on the immature worker of mill life, or errand running, of messenger and cash service. That the true apprenticeship in skilled industries for the child who has completed the grammar grades would not be better than the technical school training is not so easily proved, but that the low-grade industries are schools for vice and dishonesty rather than for virtue and honor, and for retrogression rather than development, needs no longer be argued.—Susan M. Kingsbury in *Charities and the Commons*.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

ILLUMINATION OF NIAGARA.

Buffalo in the throes of an Old Home Week celebration had to yield to Niagara Falls. Magnificently illuminated, the falls were of a beauty that their daylight aspect has never equaled. For the first time since a factory was erected to draw its power from the rushing water the garish outlines of the bleak brick buildings were gone, and in their place, lighted up by forty-four thirty-inch searchlights, were the falls in their old glory.

There was no moon when thousands of persons gathered on the Canadian side. Nothing could be seen of the falls, but the mighty roar and the drifting spray told of their presence. Suddenly a flash shot across the river and danced for a moment alone on the American falls before a dozen others joined it. In a moment more all the great searchlights were focused on the great mass of water, which truly shone in the light of its own glory, for it supplied the power used.

Then the lights swung up to the horseshoe in a rush of prismatic color. Every hue in the spectrum was used, and words fail to describe the magnificence of the spectacle. Some feared before the trial that there was to be a desecration of nature, but the natural wonder of the falls was simply enhanced. The sordid sights of the factories and the hurdygurdies of the hotels and restaurants were banished. Presently the whole stretch of the falls was a mass of color, the whirling water beneath was like a pool of flame in the glow of the red searchlights.

Then the lights leaped into the air, to proclaim to Buffalo, to Toronto and even Rochester, the triumph of electrical genius. As the lights leaped up they seemed to catch the whirling spray of the cataract, and, turning it to all the colors of the rainbow, to hurl it high into the air. Later great bombs of black powder were exploded before the searchlight batteries to form huge clouds of white smoke. As these clouds rolled lazily upward, heavy of themselves and with the spray they caught, the searchlights shot through and through them in iridescent streams of multicolored light.

Mayor Douglas, of Niagara Falls, N. Y., crossed to Canada to throw the switch that threw the first light on the American falls. It is to his efforts that the success of the great spectacle is due. When A. A. Ryan of the General Electric Company, had worked out the plan he went to various railroads and obtained promises of support, but it was Mayor Douglas who raised the money to insure a trial for thirty days. If Niagara Falls wants the illumination after that—and there is little doubt that it will—it will pay for it. The New York Central is greatly interested in the venture, and took up a special party to see the trial, including several of its officers and a number of New York newspaper men. Vice-President Gerritt Fort was in charge in the absence of John G. Hammond, who is on his way to Europe. The party saw the illumination from the Clifton Hotel.—New York Tribune.

"Duke Hags Knewly Lade" is a sign which graces the window of a dairy shop in South London.

A LIFE-SAVING HERO.

Perhaps as remarkable as any is the work done by Surfman Rasmus S. Midgett of the Gull Shoal station, near Hatteras, N. C., in the great storm of August, 1900. The barkentine *Priscilla* of Baltimore, Md., was blown ashore in this terrific gale and torn to pieces. Midgett, nearly three miles from the station on patrol, discovered people on part of the wrecked vessel a hundred yards from shore. To return to the station and bring help was useless—the wreck would be gone by then. To try to effect a rescue single-handed seemed sheer suicide, with the added terror of losing the only chance to notify any one that help was needed. But Midgett, with no fear of consequences to himself, or no care of any if he had the fear, made up his mind that if any rescuing was to be done he would have to do it. And he did it. He rescued ten lives from certain death. He would go into the water, following a receding wave, grab a man and stagger to the shore. Seven trips he thus made, using every ounce of strength he had fighting the water, the wind, his own failing strength and the thought of defeat, and emerging victorious every time. But then came the real test; three more men remained upon the wreck, and these three were helpless, wounded, bruised and exhausted, unable to jump to his arms or hang on to him when in the water. Straight down into the jaws of that watery hell Midgett went, pulled the helpless logs of human beings from their unstable resting place and dragged them to dry land, alone, unaided.

What can any one say to such heroism as this? He was given a gold medal by the Secretary of the Treasury, the country rang with his praises, his comrades acclaimed him as a man. Sixty-five dollars a month does not pay for services like that. It hires a man to become a life saver, but the manhood in the man is what makes him do his work as Midgett did his.—C. H. Claudy in *The World To-day*.

ALCOHOLISM IN FRANCE.

Consul-General Frank H. Mason of Paris advises that the French Journal Officiel contains the results of a careful and systematic investigation which has been made during the past year by Mr. Mirman, director of the department of public assistance and hygiene, to determine the exact relation in France of alcoholic excess to mental alienation, a summary of which follows:

The report divides the patients in the various public asylums for the insane into three groups, namely, those affected by simple alcoholism; secondly, cases of alcoholism complicated to a greater or less degree with degeneracy or mental debility; and, thirdly, all cases of mania, intermittent insanity, systematic delirium, etc., in which the abuse of alcoholic drinks has been a definite contributing cause.

The first of these groups includes 2,287 men and 721 women, a total of 3,008. The second group comprises 2,237 men and 1,048 women, a total of 3,285. The third group includes 2,538 men and 1,101 women, a total

of 3,639. The grand total is 9,932. As the whole number of patients in French asylums for the insane from all causes on January 1, 1907, was 71,547, it follows that the cases of insanity due more or less exclusively to alcoholism formed 13.6 per cent of the entire army of victims of mental alienation who have become burdens upon the benevolence of the state.

Another interesting fact revealed by the investigation is the important role which has been played in the drama of degradation by absinth, which has been fitly called the curse of the youth of France. Of the 9,932 cases of alcoholic alienation, 4,882, or approximately half of the whole number, owe their degradation to absinth and the two or three other so-called "aperitifs" which in this country form the customary tippie at cafes and drinking bars. The serious element in these statistics is that they reveal an increase during the ten years from 1897 to 1907 of 57 per cent in the number of insane in thirty-six departments of France. The national league against the abuse of alcohol is now organized and actively pursuing a crusade against intemperance and the sale of absinth and other noxious liquors.

TO PUMP A SEA DRY.

Little Holland, with its 5,000,000 people living safely behind their wave-washed dykes, is about to make a new conquest from its old enemy, the ocean. Already Dutch engineers have begun the tremendous task which will result in turning the Zuyder Zee into 1400 square miles of dry land. Where of old the great Dutch war fleets gathered, where now 4000 fishermen sink their nets, there will rise happy villages, broad pastures, poplar-bordered roads and sleepy canals—new farms and homes for 50,000 Dutchmen.

The task to be undertaken is a tremendous one. It will cost nearly \$76,000,000. In return the Government expects to secure annual rentals of more than \$5,000,000 from those who occupy and till the hard won ground.

The Zuyder Zee has occupied a most prominent place in Dutch history. On its shores are the ancient towns of Medemblik, Hoorn, Harderwyck, Norden and Enkhuizen, under whose walls the Dutch fleets used to lie at anchor in the days when Holland disputed with England the supremacy of the seas. It seems peculiarly appropriate, now that Holland has turned from the ways of war to the paths of peace, that she should win a great fight with the sea—a fight that has continued throughout hundreds of years—attaining victory only by ceaseless vigilance and fierce endeavor. And yet one can not but experience a feeling of regret that those ancient cities which, though nations rose and fell, made good the circles of their battered ramparts, defying alike the power of the sea and the might of Spain, should become quiet inland towns, far removed from the roar of the breakers against the dykes.—Technical World.

New York subways are now carrying 90,000 more passengers daily than they did one year ago.

Home News.

San Francisco safety deposit companies refused to rent boxes to prevent hoarding money.

Bedros Hampartjoomian, an Armenian, was convicted in New York of the murder of Hovhaner Tavshanjian, a wealthy rug merchant.

The Citizens' Gas Company, organized to give Indianapolis 60-cent gas, bought a plant and made the cheaper service assured.

Chicago's Federation of Labor declared its faith in the soundness of banks and refused to begin proceedings against those which refused to cash checks.

President Roosevelt told a committee of newspaper publishers that he would recommend to Congress the abolition of the tariff on printing paper and wood pulp.

Chief Wilkie of the Secret Service reports the discovery of a new counterfeit \$10 national bank note. The counterfeit is on the Wells Fargo Nevada National Bank of San Francisco.

Joseph Healey, convicted of fraudulent registration in New York, refused to implicate the "man higher up" and received the maximum sentence of four years and six months in prison.

Harvard University, it was declared by an officer of the college, sent a Briton to Germany in the professorship exchange because of the fact that it was being given too much of a diplomatic aspect by the Kaiser.

Charles J. Glidden, wealthy Boston globe-girdler automobilist, says that his present ambition is to make balloon ascensions in as many countries throughout the world as possible. He is an insatiate traveler and already holds the world's record for mileage traveled in an automobile, by which he has reached almost every known accessible country.

Secretary Root has announced that David Jayne Hill, American Minister to The Netherlands and former Assistant Secretary of State, will be named as Ambassador to Berlin to succeed Mr. Tower, who is about to retire on account of ill health. Hill has had great experience in the diplomatic circles. He speaks German fluently and it is said his appointment will give great satisfaction to Germany.

Mayor Tom L. Johnson of Cleveland was re-elected with a plurality of 9313 votes. Following the re-election of Mayor Johnson, the Cleveland electric railway merger resumed selling tickets at the old rate of eleven for 50 cents. For a month prior to the election the company sold tickets at the rate of seven for 25 cents, upon which basis they sought a renewal of their franchise. Mayor Johnson was elected upon a straight three-cent platform. It is probable the Electric Railway will keep the higher rate during their franchise.

At Chicago on November 18th the Interstate Commerce Commission will make a further investigation of the matter of the alleged purchase and sale of commodities by express companies. The inquiry is considered among the most important being conducted by the Commission. The Senate on March 2, 1907, passed a resolution directing the Commission to inquire and report whether any of the express companies, directly or through their agents, are engaged in the business of buying, selling or handling on consignment, fruits, vegetables, oysters and other commodities.

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Pacific Coast Marine.

During the present year to date the codfish catch arriving at San Francisco totals 2,738,751, as against 2,482,809 during the whole of 1906.

In a cutter race at Magdalena Bay on November 1, the crew from the flagship Charleston defeated the crew from the cruiser St. Louis by ten seconds over a three-mile course. More than \$7000 was wagered on the race.

The Western Fuel Company has secured the Norwegian steamer Titania, 2315 tons, which arrived here November 8th from Newcastle with 5100 tons of coal, on a time charter, to carry coal from British Columbia to San Francisco.

The steamer Bonita will no longer make solitary trips on the San Pedro run for the Pacific Coast Steamship Company. To meet the demands of the San Pedro trade the Bonita will work to that port in conjunction with the steamer Coos Bay.

Balfour, Guthrie & Co. have added to their list of charters the British ship St. Mirren, 1855 tons, now at Portland, Or. The St. Mirren was chartered prior to arrival at 27s 6d to carry wheat from Portland to the United Kingdom, Havre, Antwerp or Dunkirk.

The ship Falls of Clyde, well known in the sugar trade between San Francisco and Honolulu, which has been laid up for twelve months in Mission Bay, has been put into commission and will shortly go out as an oil carrier between Port Harford and the Orient.

The Pacific Coast Steamship Company's steamer President, Captain N. E. Cousins, on a recent voyage from Seattle and Tacoma carried 563 passengers, which is said to be the largest number which have ever traveled by a coastwise passenger steamer on the Pacific Coast.

The steamer Chehalis, which had the dredger Pacific in tow bound from San Pedro to Gray's Harbor, snapped her hawser when off Monterey. The Chehalis put into Monterey for a new hawser. The dredger was at no time in any danger, as she is capable of steaming five knots an hour with her own engines.

The Pacific Coast Steamship Company's steamer Senator was handed over to the Pacific Mail Company on November 16, for service on the Portland route. Captain Nopander, formerly commander of the steamers Umatilla and Delhi, will be in command of the Senator while she is under charter to the Pacific Mail Company.

A telegram from Yokohama conveys the information that the Norwegian steamer Elsa, bound from Tacoma for Shanghai, had arrived there badly damaged. Very heavy weather was encountered, during which the deckload shifted. The bulwarks and main deck were damaged. The Elsa will proceed to Shanghai without repairing.

The revenue cutter Bear, which is at Boole's shipyard, at Oakland, Cal., has been ordered into immediate service and placed under command of E. P. Bertholf, who has previously been second in command on this cutter. He accompanied Captain Jarvis in 1897 in the overland journey to Point Barrow to relieve the crews of whalers which were imprisoned in the ice at that place.

The Swedish bark Medea, 1021 tons, has been chartered by J. J. Moore & Co., at 60s to carry lumber to Australia with an option of going to the United Kingdom. The Medea will be remembered as the vessel which arrived at San Francisco on October 12 very much overdue, and which passed through such terrible experiences off Cape Horn on her recent voyage.

The steamer Nushagak, dispatched by the Alaska Packers' Association to bring down the shipwrecked crew of the salmon packer Servia and the 200 cannery hands stranded at Karluk, as a result of the wreck, left San Francisco on November 14. The Nushagak was well provisioned and carried a big supply of stores to meet the requirements of those who will be brought down.

The Commission of Fisheries has announced that a hearing to "determine the advisability of setting aside as preserves for spawning grounds the Wood and Nushagak Rivers, in Alaska, and of limiting or entirely prohibiting all fishing therein," will be held in the office of the Secretary of Commerce and Labor at Washington on December 16, 1907. All persons interested are notified to be present.

The Pacific Mail Steamship Company has purchased the steamship Indiana, one of the pioneer vessels in the American Line between Philadelphia and Liverpool. The Indiana was operated along with the Ohio, Pennsylvania and Illinois. The Pennsylvania and Ohio are now trading in Pacific Coast waters. The Indiana was built at Cramps' in 1873, and registers 2562 tons net. She will trade between San Francisco and Ancon.

The British steamer Boveric, 4445 tons, which arrived at San Francisco, on November 12, from Newcastle, Australia, with 5770 tons of coal, is under charter to the Australian Mail Line to carry lumber and merchandise to Australia and New Zealand. The Boveric will go to Seattle for the bulk of her lumber and return here in time to take on a big general cargo at the China Basin

wharf before her departure, December 20, for the Antipodes.

Following is the reinsurance list as posted at San Francisco, on November 16: Silberhorn, 155 days from Newcastle, Australia, for Pisagua, uninsured; Arthur Sewell, 226 days from New York for Seattle, 75 per cent; Adolph Olrig, 221 days from New York for San Francisco, 50 per cent; Lauriston, 148 days from Tumbry Bay for Falmouth, 10 per cent; Bessfield, 144 days from Adelaide for Falmouth, 10 per cent; Eugenic Fautrell, 170 days from Tacoma for Antwerp, 10 per cent.

Wireless communications from Magdalena Bay state that the squadron now there under Admiral Swinburne has about completed its annual target practice and will soon start north. The protected cruiser St. Louis has finished her preliminary shooting, and while breaking no records, has maintained her own with the other vessels. Most of the crew aboard the St. Louis have been with the ship since it was in Atlantic waters. The target practice of the Milwaukee and Charleston is now going on.

The Chamber of Commerce of San Francisco furnished information two years ago to J. L. Bristow, special Panama Railroad Commissioner, upon the utility of the Panama route for freight transportation between San Francisco and the Atlantic States. The Secretary of War has recently instructed Commissioner Bristow to further investigate this subject with a view to establishing a steamship line under Government control between this port and Panama, and requested the Chamber of Commerce to assist him in obtaining the desired information.

The revenue cutter McCulloch, Captain H. B. Rogers, returned to San Francisco, on November 14 from a five months' cruise in northern waters, which was remarkable for its lack of incident. The McCulloch left San Francisco on June 5 and went first to the Fairweather region. Late in July she moved out to the Seal Islands and relieved the Manning, which had captured two Japanese poaching vessels. The lesson evidently proved sufficient, for the McCulloch reports that the Japanese behaved themselves admirably during their stay on the post, never attempting to come within the three-mile limit.

The well-known salmon packer Servia was wrecked on November 6 at Julia Point, Karluk Harbor, Alaska, and 40,000 cases of salmon which were on board the bark were totally lost. The Servia belongs to the Charles Nelson Lumber Company, and her managing owner is Captain L. A. Pedersen. She was chartered by the Alaska Packers' Association to bring down fish from the canneries. She is a bark-rigged vessel of 1734 tons burden, is 234 feet in length and was built at Bath, Me. The total salmon catch brought to San Francisco this season is about 600,000 cases, so that the loss of 40,000 cases on the ill-starred Servia represents roughly 7 per cent of the season's catch.

The steam schooner Berkeley was totally destroyed by fire on November 14, about fifteen miles off Gaviota, a small town about fifteen miles north of Santa Barbara, Cal. Twenty members of the crew reached the shore in a boat after a thrilling fight for their lives on the burning vessel. It is believed a spark from the engine-room was communicated to the oil tanks and caused the fire. An explosion followed and immediately a sheet of flame burst through the oil-room aft, where the tanks were stored. The vessel was of 375 tons burden, and was considered one of the finest of her class. She was owned by Charles H. Higgins and was valued at \$75,000. She was practically new, and had been in service only since April.

W. C. Farrington of New York has been elected Vice-President of the Pacific Coast Steamship Company to take entire charge of all the steamers of the company, and he has also been elected Vice-President of the Pacific Coast Railway, the line that runs from Port Harford to San Luis Obispo and down to Los Olivos. He was Vice-President of the Marine Insurance Company of New York. Previous to being in transportation for himself, Mr. Farrington served as Vice-President of the J. J. Hill railroad divisions at St. Paul, Duluth and Buffalo, and President of the Northern Steamship Company, Great Northern Elevator Company and of the Lake Carriers' Association, comprising all tonnage on the Great Lakes. He was also general manager of the Eastern Railroad, now part of the Great Northern, and of the J. P. Morgan lines.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
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Established in 1887

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 20, 1907.

AN UNHOLY ALLIANCE.

Advices from Europe indicate that the shipowners of Europe, under the leadership of the notorious British Shipping Federation, have taken steps to combine in a new international movement, the principal object of which will be to resist improved conditions demanded by the growing forces of trade-unionism. The sailing shipowners of the principal maritime nations of Europe have for a number of years maintained an effective alliance for the purpose of controlling deep-water freights. These sailing shipowners or their representatives have held yearly conferences at which they agreed to live up to certain minimum schedules of freight rates for the coming year. In this fixing of rates they have been fairly successful and now, it is reported, the British Shipping Federation has persuaded the owners of both steam and sail tonnage to try their hand at wage fixing.

It may not be amiss at this time to say a few things about the British Shipping Federation. The Federation was organized in 1890, the same year when the old National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland was in its best condition, having a membership of approximately 85,000. It was the same year when the Sailors' Union of the Pacific sent delegates to the first International Convention of organized seamen, held at Glasgow, Scotland. Having been organized for the purpose of combating any and all improvements in the condition of seamen, the British Shipping Federation has during its life of 17 years had no other aspirations than to destroy organization among seamen. At this stage the Federation seems to have just about exhausted its large stock of despicable methods to discredit trade-unionism among British seamen. During recent years the National Sailors and Firemen's Union of Great Britain and Ireland has made such good progress, despite all the efforts of the Shipping Federation, that the leading labor crushing lights have hit upon the idea to bring about

a federation of the maritime employers of Europe and by these means make the business of harassing the seamen, in their efforts to gain better conditions, an international affair.

Generally speaking, organized labor has nothing to fear, but rather welcomes organization among employers, that is, taking it for granted that the organized employers concede to their employees the right to organize and also recognize the principle of collective bargaining. Many of the European seamen's organizations have entered into working agreements with individual shipowners and small combinations of owners. Now, it is perfectly clear that a combine of the shipowners of Europe, having for its prime mover the union-hating British Shipping Federation, bodes no good omen to the future of industrial peace in the maritime countries of continental Europe. One thing the combine of shipowners will surely accomplish, and in this respect the Shipping Federation has unintentionally served labor a good turn in giving so practical an example as to the way and manner in which the workers should organize for the protection of their interests.

A great deal of secrecy has been maintained about this new international combine of capital, and the following statement in a British newspaper by Mr. Brace, a labor member of Parliament, shows the resentment of the public against the secret methods of the maritime employers:

Since reading the report of the International Conference of Maritime Employers, or as much of a report as has been allowed to appear in the press, I could not resist comparing the manner that the workers take the public into their confidence as against the secrecy the employers invariably display in their deliberations, whether they be local, national, or international. Why all this secrecy if employers have nothing to hide? They enjoy the same right of combination as the workmen, but, whereas the balance-sheets and general proceedings of the one can be and are known by all and sundry, the other conducts its affairs as a secret society. Many employers and others do not look upon trade-unionism, with all its openness, with much favor. What their opinion would be did trade-unions operate with the same secrecy as the employers' organizations one can imagine, and also the kind of charges trade-unionists would be called upon from time to time to repel. Upon many occasions during the recent controversy re the Trade Disputes Bill I thought that it would have been a good answer to the employers' attacks upon our trade-unions if an agitation were commenced for the purpose of moving the employers to disclose their proceedings and accounts to some Government authority, such as the Registrar of Friendly Societies, as a condition to their possession of the right of combination.

With reference to the possible results of this new international movement Mr. Brace thinks "that it will educate the workers of all countries more quickly than anything else promises to do, and cause them to close up their ranks." He says further:

The maritime employers have floated an aggressive, and not an educational, international movement. Up to this moment the most sanguine of those who take part in international labor gatherings have not been persuaded of the practicability of the workers of the different countries in any given trade or industry undertaking common action by way of a general stoppage for raising wages or shortening hours for the workers of one or the whole of the countries in the amalgamation. These are questions that each nationality has hitherto dealt with in its own way and through its own union without reference to the international body. But in face of the united international action by the maritime employers, taken in order to check trade-union schemes of reform, it will be necessary for the workers to reconsider their position. That they will do so may be taken for granted, for the last thing an educated democracy will allow itself to be jockeyed into is a condition of helplessness for dealing with employers in a way that will guarantee a fair day's wage for a fair day's work. No reasonable employer objects to this.

The marine and transport workers of Europe and in fact of the world have al-

ready formed an international movement. The International Transportworkers' Federation was organized for the very purpose of preserving and promoting in every direction the material and ideal interests of all transportworkers on sea and ashore. At present the membership of the Transportworkers' Federation is close to 400,000. The International Seamen's Union of America has been affiliated with the Federation since January, 1907.

Of course, the Transportworkers' Federation is still in its formative period; it cannot be called an aggressive movement but has been rather educational in its work. Yet, should the united maritime employers force the issue it is a moral certainty that they will be met by united labor on any field of battle, be it national or international.

If need be, the International Transportworkers' Federation can be made a fighting machine ready to give blow for blow. During the year 1908 the Transportworkers' Federation will hold its biennial conference, at which delegates from the various countries will meet and consider upon the future policy of the Federation. It is likely that the coming Convention of the International Seamen's Union of America, which meets at Chicago on Dec. 2, will elect a delegate to attend the Conference of the International Transportworkers. At any rate, it is to be hoped that a representative of the organized seamen of America will be present at the next international gathering of the transportworkers of land and sea.

The wise men of the country are divided in their opinion about the real significance of the present financial stringency. There are some who are positive that this is merely a temporary scarcity of cold cash. Others are just as positive in their assertions that this is the beginning of a general industrial depression, popularly referred to as hard times. However this may be, one thing is certain, and that is the fact that unorganized labor throughout the country has already suffered wage reductions. It is so easy to do that—simply an order from the head office—and the unorganized toilers, who never did receive more than barely enough to hold body and soul together, must submit to a slashing of wages at the very first sign of industrial depression. Well, it is now up to the National Manufacturers' Association and other champions of "free" and "independent" labor to step in and protect their wards from still further wage reductions!

THE JOURNAL notes with regret the death of Burnette G. Haskell, at San Francisco, on November 15. The late Mr. Haskell was present at the first memorable meeting of the old Coast Seamen's Union, held at Folsom street wharf, on March 6, 1885, having been delegated to address that gathering by the International Workmen's Association. He was the first treasurer of the Coast Seamen's Union and did much during the early days to further the organizing of the seamen of the Pacific Coast. The deceased was a native of California, aged 50 years. The funeral was held under the auspices of the Sailors' Union of the Pacific on November 19, the interment taking place in the union's plot in the Mount Olivet Cemetery.

For union made goods and facsimiles of union labels consult the advertising columns of THE JOURNAL.

CITIZENS' ALLIANCE BUGABOO.

Last week's issue of THE JOURNAL contained a few words of comment upon San Francisco's municipal election. Since then, it has been reported in the local daily press that the defunct Citizens' Alliance is to be nursed back to life again. It appears that the men who are anxious to revive the Alliance had hoped to find in Mayor Taylor a man of their own type. In this assumption they made the mistake of their lives, for Mayor Taylor, when interviewed upon the subject, stated his position in the matter in such forceful language that it must have jarred the nerves of the men who are engaged in the business of stirring up industrial strife.

Mayor Taylor said, in part, as follows:

This movement would make me out a liar if I did not use every effort to crush it before it gathers headway. Throughout my time in office and during the entire campaign I have said and reiterated my intention of using my uttermost effort to bring about the industrial welfare of this city through the maintenance of industrial peace.

Labor voted for me and my administration because it thought that I intended to play fair with it. Labor can rest assured that I do intend to play fair with it. I shall deal with the law breaker in this city, no matter of what walk of life he may be. * * * I have seen a circular advocating the recrudescence of the Citizens' Alliance. If the Citizens' Alliance wants trouble it can get it. All the power that my office confers upon me I shall use in crushing it out. I have said that I wanted to devote my time to the upbuilding of the city, but I shall let time take care of that if need be and give all the energy I have to stamping out the spirit of class hatred that will, unless checked, be the downfall of San Francisco.

The unions cannot be crushed in that manner—nor, for the matter of that, can they be crushed in any manner. They are here for good and must be treated fairly. Their object is good, laudable and just and I shall stand by the pledges I made to the union men of the city.

Mayor Taylor's remarks are to the point, and all the more significant because they are statements made "after" election. The proposed revival of the Citizens' Alliance has been universally condemned, in fact enough space has been given to it by the local press to make the public believe that the Citizens' Alliance really did amount to something in local industrial affairs. Those who have watched local events during recent years know that the Citizens' Alliance has never been anything but a strawman and a very poor one at that.

Yet, the very fact that a Citizens' Alliance existed has been very useful to certain people. This is pointed out quite clearly in a recent editorial in the San Francisco Call, as follows:

Nothing would please the gang of labor politicians and job chasers better than a renewal of activity by the Citizens' Alliance. It would give force and character to the charges on which they based their campaign. It would prepare the way for a renewed assault on the city offices two years hence. More than any other single cause the Citizens' Alliance is responsible for the second and third elections of Schmitz. If it has accomplished anything else the record is not visible. To be sure, the Alliance imported a demagogue and agitator from Denver and paid him a large salary to stir up strife and, perhaps, give San Francisco a taste of Colorado politics. But if there is anything left to show for Herbert George's salary, it is not on exhibition.

Anyone at all conversant with the facts in the case knows that the Call's version of the things accomplished by the Citizens' Alliance is correct. There is one thing the resurrection of the Alliance will most likely do, and if our "solid and substantial" business men want another so-called "Union Labor" administration in office two years hence, all they have to do is to generously support such fakers as Herbert George and others of his ilk.

Demand the union label on all products.

Baron Hayashi, Japanese Minister of Foreign Affairs, in a recent official statement, says that the Japanese Government proposes to control emigration in such manner as to benefit Japan and at the same time conform to the wishes of the American Government. If the Japanese Government really desires to conform to the wishes of the American Government, which in the end means the American people, it must prevent the wholesale emigration of its people to America. Whether this will or will not benefit Japan is an entirely different question.

CANNON'S LABOR RECORD.

(Continued from Page 1.)

tion that this action applies only to alien laborers, but though this is true in so far as the act itself is concerned, yet the result has been that the men working on the Panama Canal construction, whether Americans or aliens, are working more than eight hours.

Even so far back as in the 46th Congress, on April 21, 1879, a member of the House offered a resolution to enforce the Eight Hour law. On May 7, 1879, it was favorably reported to the House. Mr. Cannon opposed the resolution, and in reply to a question whether the proclamation of President Grant did not declare that there should be "no reduction in wages of workmen on account of a reduction in the hours of labor," Mr. Cannon said: "I do not now recollect, but it is not material. The fact is, the law as now executed is this: If they work ten hours they get ten hours' pay, and if they only work eight hours, they get only eight hours' pay. That is the manner in which the law is now being executed, and so far as I am concerned, it will go on in that way, proclamation or no proclamation." And on Mr. Cannon's motion, the resolution to enforce the Eight Hour law was laid on the table.

When it is borne in mind that in very few cases of Government employees are the wages or compensation set by law, that they are settled generally by heads of departments or wage boards, and that therefore a proclamation from the President has all the force of a command to his subordinates relative to such wages or compensation, it clearly shows even the early attitude of mind and hostility to labor of the Hon. Joseph G. Cannon of Illinois.

It is well known that with the exception of a few members of the House of Representatives who primarily benefit by Speaker Cannon's methods, nearly all the members of Congress, regardless whether they are members of his own party or of the opposition party, chafe under his methods of administering that office, but who, because of the power thus wielded by him are singly impotent to correct the abuse by which the members have lost their rights, as well as their independence, and who, if given an opportunity, would gladly co-operate for its correction; and so that the House of Representatives might regain its rightful position as a great deliberative assembly and representative of the people's rights and interests.

As already stated herein, we can give but a brief resume of Mr. Cannon's record and actions, but when it is borne in mind that the Speaker appoints the majority of all committees, that he can reward or punish members as they carry out his behests or policies, that legislation they desire or to which they are opposed can be furthered or thwarted by him, that when such power is vested in the hands of a man such as Mr. Cannon, so hostile to legislation in the interest of labor, and of other interests of an important character, it is not difficult to discern how the interests of the people are perverted. It, therefore, becomes the duty of all labor and all who sympathize with us in our earnest and righteous effort to aid in restoring to the members of the House of Representatives their rightful position in the halls of Congress; and to attain this the defeat of Mr. Cannon to become Speaker of the House of Representatives of the 60th Congress is essential.

On behalf of all organized labor of the United States, all central bodies and all local unions are urgently requested to pass resolutions requesting the Congressmen from their respective districts to vote against the re-election of Mr. Joseph G. Cannon as Speaker of the House of Representatives. In addition to this, committees of central bodies and of local unions are requested to each appoint a committee to personally wait upon the members of Congress from their respective districts and present the urgency and the need of these members to vote against Mr. Cannon for the speakership. All central bodies and unions should endeavor to secure the co-operation of those who sympathize with the purpose of this communication, and it is respectfully requested that whatever action is taken, and the results thereof, be communicated to the President of the American Federation of Labor.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 18, 1907.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman presiding. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to seven members of the crew of the steam schooner Berkeley. The Union ordered the remains of B. G. Haskell, an organizer and member of the Advisory Committee of the Coast Seamen's Union, who died in the City and County Hospital, buried in the Union's plot. A collection was taken up to defray the expenses of his funeral. The following were declared elected delegates to the convention of the International Seamen's Union of America, which meets at Chicago, on December 2: A. Furuseth, H. G. Lundberg and D. W. Paul.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Nov. 11, 1907.

No meeting; no quorum; shipping dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Nov. 11, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 11, 1907.
Shipping and prospects fair.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Nov. 11, 1907.
Shipping slack; prospects uncertain.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Nov. 11, 1907.
Shipping good.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 10, 1907.
No meeting; no quorum; shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 11, 1907.
Shipping fair; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Nov. 4, 1907.
Shipping fair.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 14, 1907.

Regular weekly meeting was called to order at 7:30 p. m., H. Frazer in the chair. Secretary reported shipping medium. Balloting for officers for the ensuing term and for delegates to the convention of the I. S. U. of A. was proceeded with.

EUGENE STEIDLE, Secretary.
53 Steuart St.

Seattle Agency, Nov. 7, 1907.
Shipping good; plenty of men ashore.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Nov. 7, 1907.
No meeting; shipping and prospects poor.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Nov. 11, 1907.
Shipping fair.

WM. PENJE, Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Nov. 11, 1907.
Situation fair.

R. H. WALKER, Secretary.
55 Main St.

DIED.

C. A. Carlson, No. 863, a native of Finland, aged 28, died at Fort Stanton, N. M., on October 31, 1907.

Thos. Wilder, No. 747, a native of England, aged 35, died at Vancouver, B. C., on January 27, 1907.

Albert Knudson, No. 649, a native of Norway, is reported drowned in Alaska, on October 27, 1907.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



THE LAND LUBBER.

When the steamer City of Detroit left Cleveland harbor recently on her regular trip to Detroit, a stiff northwest breeze was blowing, a high sea was running and the rain was pouring down in torrents. The ship rolled considerably, but the officers and crew thought nothing of it. They are accustomed to such little things, and rather enjoy them.

Captain Alex. McKay, master of the City of Detroit, has a habit of moving around the steamer to see how things are going. He is liable to bob up in any part of the ship at any time during a trip. Late at night he happened along in the forward cabin as Lovejoy, the watchman, was making his rounds in that part of the boat. The skipper wore his "sou'wester," oilskin hat and coat, and in the dim light the watchman did not recognize him. Captain McKay staggered and bumped into the watchman, remarking at the same time: "My, but it's an awful stormy night, hain't it?"

"Why no, this is nothing at all," replied Lovejoy. "It is scarcely a breeze, and there is no sea running to speak of."

The captain gave another lurch and again bumped hard into the watchman, ejaculating as he did so: "Gosh, but this is terrible. Have you ever had it this rough before, mister?"

"Nonsense, man," replied Lovejoy, "haven't you ever been on the Lake before?"

Once more the captain fell up against Lovejoy, this time seizing him and almost pulling him off his feet.

The watchman took him gently by the arm, saying: "My good man, you'd better take a seat over here, and you won't notice it so much." He proceeded to lead the supposed scared land-lubber to a settee and just got under the glare of one of the chandeliers that had not been turned down when he took a good look at the man's face and recognized the captain. Poor Lovejoy could have been bought then and there for five cents, so confused and rattled was he. He made all kinds of apologies, but was made to feel quite at ease by Captain McKay's hearty laugh as he slapped him on the back, saying: "It's all right, Lovejoy. You know how to jolly a scared passenger all right. You did first-rate; but I have a good joke on you just the same."

During the blow on Lake Erie, Nov. 7, the schooner F. A. Georges, lying at anchor off Ashtabula Harbor, began dragging her anchors. The crew were taken off by life savers, and later the vessel "fetched up" on her anchors. Capt. Dan McCrea and his crew went out with a tug during the night and brought the Georges into port. This raises a nice question of salvage. The owners, the Gilchrist Company, claim that, as the vessel was lying at anchor, she was not abandoned. The tugmen will probably claim that as there was no one aboard, and as the crew had deserted her, that she was abandoned. This case will be watched with interest, as showing just when a vessel is abandoned.

Demand the union label on all products.

DISLIKE FRESH WATER.

"I met a queer old sea-dog in Detroit," said Captain Alex. McKay, of the steamer City of Detroit. "He is Captain A. P. Larsen, skipper from the Swedish steamer Ostergotland, hailing from Norrkoping, Sweden. She is a pretty good looking craft and has the appearance of one capable of weathering any kind of gale. She was unloading pulpwood in the River Rouge from Quebec and will leave there at once for Montreal and will take on a cargo of apples there for France."

"The captain has no use for the Lakes and fresh water sailing. He declared that he would never come back here when once he got away. He found fault with everything connected with the Lakes, principally the necessity of having to navigate the canals. Captain Larsen had the nerve to say that our big lake freighters would have no business on the ocean."

The foregoing from the Cleveland Leader of Nov. 9 tends to show the feeling of deep water men for the Lakes. I remember an incident in 1904. Comrade Curry and I were returning from the International Seamen's Union of America Convention at San Francisco. A sailor, clad in the uniform of the United States Navy—all honor to it—was on the train, holding forth in a loud voice about his experiences as a sailor in all the waters of the globe. He had sailed even on the despised waters of the Lakes, and had often looked over the bow of his vessel and seen the rocks beneath. I am afraid Captain Larsen is the same kind of a fool.

W. H. J.

THE OLDEST CAPTAIN.

"If some one would offer a prize for the oldest vessel captain on the Lakes in point of service at the present time, I believe Captain Charles Smith, of the steamer A. Y. Gowen, would land it," said a vesselowner recently. "He is now seventy-one years old, and has been sailing on these Lakes fifty-six years. He has been on the A. Y. Gowen nineteen years, and she is the first boat out of here every spring and the last to tie up in the winter. He has got Captain Robinson, of the Dwight G. Cutler, whom the Leader had a story about Sunday, beat several years."

"Just for curiosity, I would like to know if there are any captains now on the Lakes who have seen as many years of service as Captain Smith."

If you are a member of the Lake Seamen's Union, in good standing, and want to read THE JOURNAL at your home this winter, send your name, book number and home address to Wm. Penje, 143 West Madison street, Chicago, Ill., and the only paper published by Seamen for Seamen, will be sent you weekly, free of cost.

The Pittsburg Coal Co. has let contracts for work on its big coal dock at Allouez Bay, Superior, preparatory to the enlargement and rebuilding of that structure. A total of \$500,000 will be expended.

LAKES NOTES.

President Pessano, of the Great Lakes Engineering Works, says the plant has sufficient work ahead to keep it running until the end of 1908.

The October report of the Lake commerce through the Soo canals shows a great deal more traffic went through on the Canadian side. The report shows that 2,000,000 bushels of wheat more went through the Canadian Soo canal than through the American canal. This shows that traffic through the Canadian canal is rapidly growing.

The fish tug Bacon, which recently sank at the foot of Eagle street dock, Dunkirk, was badly damaged by the heavy seas. The large cabin partly above water was carried away and washed ashore. The work of raising the tug will probably be abandoned until spring. It is thought that the machinery aboard the boat is all that will be worth saving.

Work on the new Rock of Ages light station on Lake Superior has been abandoned for the season. Much progress has been made, and it is thought the structure is beyond serious damage from the elements. The concrete pier has been finished, and a portion of the steel frame work for the lighthouse has been placed in position. The lighthouse will be completed next season.

Captain James Davidson, of Bay City, has placed an order with the American Shipbuilding Co. for a steamer of Welland canal size. The new boat, which will be built at the Buffalo yard, will be 257 feet over all, 41 feet beam, and 19 feet deep. She will have a carrying capacity of about 2,200 tons, and will cost about \$150,000. The engines of the steamer Panama, which was wrecked on Lake Superior, will be placed in the new boat. The keel will be laid in January.

Lake Erie ports, particularly Conneaut and Ashtabula, are besieged by an unprecedented run of ore vessels. For fifteen days preceding this writing (Nov. 10th) an average of ten big ore vessels have arrived at Conneaut. The fleet is handled here faster than would be possible in any other port in the world, but it is impossible to keep up with the arrivals, and the Lake outside the harbor is dotted with steamers and barges lying at anchor awaiting their turn. The docks are piled with mountains of ore, and the shipping, particularly for ordinary seamen, is the best in the history of the port. Trains from Buffalo and Cleveland each bear their quota of seamen for vessels here, and I want to say that I am proud of the fact that no vessel has been delayed here, even for a minute, for crews, though there has been an epidemic of stoker boats. We had the Ward Ames, Aug. B. Wolvin and Bope all one day, and we got them out on time. Cleveland in particular has been called upon rather heavily for men, but Bill Curry was equal to the occasion and worked night and day to furnish men for the vessels. Not many ore vessels are ar-

living in Cleveland and the Cleveland branch of the Lake Seamen's Union has developed into a shipping office. Mr. Curry informed me the other day, that his bills for one week, for shipping men, railway fares, etc., were over \$174. It is doubtful if there is a port in the known world where this can be equaled.

W. H. J.

The United States Lake Survey steamer Search, which has been engaged in sweeping the Straits of Mackinac, reports a reef lying 13,000 feet ESE (true bearing) from the Poe reef lightship, with a least depth of 23½ feet at present stage of Lake Huron.

This region was originally sounded in 1851, but not having in those days the modern submarine sweep, the least depth found was twenty-six feet.

The present survey shows the reef to have a length of three-quarters of a mile stretching ENE and WSW, with a width of a quarter of a mile. The crest at standard low water would have a depth of twenty-one feet.

When the north end of the lake is lowered, and a sea is rolling, during the prevalence of gales, this mass of rock is a menace to the deep draft carriers; and as it lies close to the course of through freighters, it is doubtless the obstruction which has been reported in this vicinity.

Following are the delegates elect of the Lake Seamen's Union to the International Seamen's Union of America Convention, to be held at Chicago, Ill., beginning Monday, Dec. 2, 1907:

Wm. Penje.....	General Secretary
Wm. Curry, Cleveland.....	575 votes
Wm. Jenkins, Conneaut.....	467 votes
Geo. Hansen, Buffalo.....	488 votes
Thos. McCoy, Ashtabula.....	455 votes
Fred Huhens, Milwaukee.....	367 votes
Thos. Lester, Tonawanda.....	332 votes
Gus Pederson, Toledo.....	331 votes
Wm. Shaw, Cleveland.....	350 votes
Jas. R. Scanlan, Detroit.....	278 votes
Wm. L. Smith, Buffalo.....	265 votes
Thos. A. Hanson, Chicago.....	307 votes
Val. Duster, Chicago.....	291 votes
V. A. Olander, Chicago.....	337 votes
Alex. McKechnie, Chicago.....	254 votes
Wm. J. Murphy, Manitowoc.....	225 votes

The steamer Carrie Ryerson left Sturgeon Bay on Nov. 6, to cross the Lake to Muskegon, Mich. When fifteen miles out the propeller shaft broke in the heavy seas and from that time on the steamer drifted helplessly in the storm.

The steamer is a double-deck affair, seventy-five feet long, and every sea washed over it from stem to stern. The distress signals which were sent up by the crew were not seen.

Two of the crew of seven made a perilous trip ashore in a yawl and gave the alarm to the White Hall life-saving station. The crew went out and took off the five men remaining on the boat. Later the steamer Lizzie Welch picked up the abandoned steamer, bringing it into White Hall.

The Carrie Ryerson was built in 1883. She is 66 feet keel by 17 feet beam, with a gross tonnage of 74.

Demand the union label on all products.

INFORMATION WANTED.

Victor Koenen is requested to communicate with James Dyk, 32 Percy street, Paterson, New Jersey.

William Smith is requested to write to his sister, Mrs. Lot. Beek's, at Mannsville, N. Y. Important!

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Dennis Dunnigan is requested to communicate with Attorney T. E. McLaughlin, at Wilkes-Barre, Pa., or W. H. Junkins, Conneaut, Ohio, and call for mail at Conneaut.

Mrs. T. A. Lathrop is making inquiry as to the whereabouts of her son, James Lathrop. Any one having any information regarding the same please communicate with Mrs. P. A. Lathrop, Mount Vernon, Wash.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

Demand the union label on all products.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.....	133 Clinton Street
Telephone 240 South.	
BUFFALO, N. Y.....	55 Main Street
Telephone 936 R. Seneca.	
ASHTABULA HARBOR, O.....	87 Bridge Street
Telephone 552.	
CLEVELAND, O.....	81 Main Street (Old Number)
Telephone Bell West 351.	
TOLEDO, O.....	719 Summit Street
Telephone Black 6081.	
NORTH TONAWANDA, N. Y.....	152 Main Street
Telephone Bell 2762.	
AGENCIES.	
DETROIT, MICH.....	7 Woodbridge Street, East
Telephone 3742.	
ASHLAND, WIS.....	515 East Second Street
Ashland Phone 1563.	
SUPERIOR, WIS.....	1721 North Third Street
Telephone, Old Phone, 4428 L.	
BAY CITY, MICH.....	108 Third Street
OGDENSBURG, N. Y.....	40 Ford Street
FT. WILLIAM, ONT., CANADA.....	Box 235
KINGSTON, ONT., CANADA.....	(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.....	725 Quay Street
ERIE, PA.....	107 East Third Street
Telephone Bell 599 F.	
CONNEAUT HARBOR, O.....	922 Day Street
Telephone Local 233.	
SOUTH CHICAGO, ILL.....	9142 Mackinaw Avenue
Telephone 1944 South Chicago.	
SANDUSKY, O.....	510 Melgs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Werthelm & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Flinch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kalser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wlsner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Lerch Bros., Baltimore, Md.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.

Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereals, Battle Creek, Mich.

SWIMMING DIFFICULTIES.

How is it that a man like Montague Holbein, who thought nothing of a twenty-four hours' cycle race and whose stamina is one of the wonders of the athletic world, has not been able to swim across the little "silver streak"—less than twenty miles wide as the crow flies—which separates Dover from Cape Gris-Nez?

The answer is to be found mainly in the fact that stamina alone will never carry a swimmer across the English Channel. Speed is quite as essential as stamina—more so, in fact, so some authorities aver—while neither one nor the other is any good unless the swimmer has a great capacity for defying cold, and digestive organs in perfect condition.

As an illustration of the important part which digestion and the faculty of keeping up bodily warmth while in the water play in an effort to swim the channel, it might be mentioned that when Holbein made his fifth attempt in 1904 he was upset after ten hours' swimming by a violent attack of indigestion, while two other swimmers—Greasley and Haggerty, who started on the same day, were both overcome by cold, the first after two hours and the second after three-quarters of an hour.

In his last attempt, the illness which compelled Holbein to give up after accomplishing more than twenty miles in seven hours and a quarter, was brought on, in his own opinion, by taking two meals too closely together before starting the swim. He tried to work off the effects of those two meals by not taking any solids for the first four hours of the swim, but apparently his digestive organs rebelled against the physical strain to which the body was subjected, and refused to do their work properly.

Cold is one of the channel swimmer's greatest enemies. It is a well known fact that when the temperature of a swimmer's body is higher than that of the water the heat from the former is continually passing to the latter, just as the fire gives some of its heat to an object held in close proximity. A loss of heat in this manner accounts for the chill and blueness of the incautious bather. As the bodily warmth is lost, so do the vitality and energy diminish, thus often bringing about a weakness at the end of a ten or twelve hours' swim even more exhaustive than the tiredness which naturally follows the exertion.

Warm foods, which the average person might think would prevent excessive coldness, really do little to restore the heat in the body in the case of a long swim. The great strain involved checks a man's power of assimilating, and consequently prevents him being able to obtain the proper nourishment and warmth from the food consumed. The result is that, unless a man is gifted by nature with the ability to keep the body warm while swimming, he finds it practically impossible to remain in the water long enough to cross the channel, even if all other circumstances are favorable.—London Tit-Bits.

There is only one cotton mill in Egypt, which in this respect is behind all other cotton-raising countries, where the tendency is for the cotton mills to go to the cotton fields. The anomaly is due to taxes and to the insufficiency of efficient help.

ONE MILLION SALARY.

He is a short, sturdy man, about 52 years of age, rather bald, and as plainly undecorative in appearance as the general manager of a great railroad system. He commands what is said to be the highest salary paid any man in the world.

No, he is not a life-insurance president. A \$100,000 life-insurance president would have to work nearly ten years for the salary that this man earns in twelve months. In one year he receives as much as the United States Government has paid all told to Messrs. Roosevelt, McKinley and Cleveland for their services as Chief Executives. Yet this man, whose yearly pay equals that of a score of Presidents, may walk any day from his employers' offices in the Empire building at 71 Broadway, to his spacious 200-foot yacht waiting for him at the Battery, and never receive a glance of recognition other than from casual acquaintances. The yacht, manned by a crew of thirty, carries him to his country home at Gloucester, Mass., and out of business hours he may amuse himself with any one of his several autos, each of a price to buy a home for the usual wage-earner. On the door of the office he has left there is only the name of Mr. Hammond.

John Hays Hammond is the most famous mining expert and the highest paid American living. He knows all mining countries so well that he can pick the one paying proposition out of a thousand that would look good to the average person. The man with the proposition seldom has to unroll his maps before he has his answer.

Hammond does the bulk of his work through a corps of experts who go to all parts of the world to examine properties. When one is reported on favorably by successive groups, each higher than the first, then the decision reaches the last court, which is Hammond. He goes to the place in his private car, if possible, and looks the property over. He reports in hardly more than a word, "Yes" or "No." The word of no other man to-day, not even of Edison, can marshal so many millions to what must essentially be a gambling proposition. This eminence he has won through a long series of tips that have been wonderfully accurate.

The glaring publicity of salary, of dollars and cents, is distasteful to him. But the gauge of dollars and cents is only another way of saying that a safe prophet in the professions is a rarity that comes high, and nowhere quite so high as in the person of John Hays Hammond.—New Broadway Magazine.

REMITTANCES TO NORWAY.

Consul F. S. S. Johnson, of Bergen, reports that the many Norwegians who emigrate to the United States and Canada do not forget their relations at home, as is evidenced by the following facts:

In the first quarter of 1907 there were sent from the United States to Norway through the post 55,800 remittances, to the value of no less than 5,130,000 kroner (\$1,374,840). It is also remarkable that these remittances in the first quarter of this year exceeded by 11,000 the entire number for the first half of 1906, while their increased monetary value amounted to 1,200,000 kroner (\$268,054).

Demand the union label on all products.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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LA CONNER FISHERMEN'S UNION.

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GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Charles Nelson, nicknamed Telephone Charlie, is inquired for by his brother, Axel Nelson. Address Sailors' Union of the Pacific, 44-46 East street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on this Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str., where important news is awaiting him.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

JOHNSON AND CLEVELAND.

In six years' time Tom Johnson has earned the phrase of being "The best Mayor of the best-governed city in the United States." For Cleveland has had no scandals. It has been free from graft. It has not been subjected to the terrorism of the boss, as has Philadelphia, St. Louis, Cincinnati and other cities. Its people have become very independent with the ballot. A city sense has been developed. People talk city and think city and believe in their city in a way that is not to be found anywhere else in America. A sense of the dignity of the ballot has come in. The city has been elevated above party until to-day men are no longer proud to say that they vote a straight ticket. This city sense is a prerequisite to any intelligent city-making.

When we consider how absent all this is in the average city, the wonder is not that administration is so bad, but rather that it is so good. We have no traditions, no ideals, no experience in political organization. Everything has been a matter of accident. Our cities came into life much as did Topsy; they happened. There have been no great city builders with ideals of how a city should be laid out, how its foundations should be built, of how it would serve the people, how it should care for the poor and helpless and otherwise promote the well-being of its inhabitants. Up to comparatively few years ago the American city was little more than an exaggerated crossroads. When we bear these limitations in mind the wonder is that undisciplined democracy has been able to do so wondrously well. When an architect designs a structure, or an engineer a bridge, they do it with the completed image in their minds. So it is with all great creations. The artist and the poet, the sculptor and the dramatist, add imagination to their manual skill.

And Mayor Johnson works with such an image of the city that is to be. He sees its social, its industrial, its economic possibilities. He gathered about him in the first years of his administration those who dreamed of the artistic, the humane, the educational, the physical. He sees Cleveland as a city of a million inhabitants. And he sees the class war which the struggle for franchises produces. On the one hand are the rich and the powerful, the banker and the broker, the lawyer and the press. Almost all the talent of the community is grouped about privilege. It is making war on the community for its own enrichment through the use of the city's streets. He sees that no big life is possible so long as the community is divided like an armed camp over this struggle for franchises.

The real results of these six years of struggle can never be measured in political successes, lower charges for gas, water and street railway service, in the happiness of the people or the improvement in the well-being of the criminal classes. America has been inspired by the achievements of Cleveland. Her own half million people have been given a new sense of the dignity of politics and the obligation of the citizen. Not only has a great city found itself, but her people have regained their confidence in the possibilities of democracy.—F. L. Howe in the Reader.

CHINA'S OPIUM SMOKERS.

"The cultivation of the poppy," so runs the translation, "is the greatest iniquity in agriculture, and the provinces of Szechuen, Shensi, Kansu, Yunpan, Kweichow, Shansi and Kanghuai abound in this product, which, in fact, is found everywhere. 'Now that it is decided to abandon opium smoking within ten years' (my quotations), the limiting of this cultivation should be taken as a fundamental step * * opium has been in use so long by the people that nearly three-tenths to four-tenths of them are smokers."

"Three-tenths to four-tenths"—the estimate seemed rather wild. From 100,000,000 to 150,000,000 opium smokers in China means three or four times the population of Great Britain, a good many more than the population of the United States. After all, I thought, statistics are meaningless to the Oriental mind; but my eye fell on certain quotations, already familiar, in my notebook. I read this from Mr. Hoise, the commercial attache to the British legation at Peking, an experienced traveler and observer. He is reporting on conditions in Szechuen province:

"I am well within the mark when I say that in the cities 50 per cent of the males and 20 per cent of the females smoke opium, and that in the country the percentage is not less than 25 for men and 5 for women." There are about 45,000,000 people in Szechuen province, and they not only raise and consume an appalling quantity of opium, they also send about 20,000 tons down the Yangtse river every year for use in other provinces. I was later to hear from other observers that about all of the richest soil in Szechuen is given over to poppy cultivation, and that the laboring classes show a noticeable decline of late in physique and capacity for work.

Opium smoking is a costly vice. A pipeful of a moderately good native product costs more than a laborer can earn in a day; consequently the poorer classes smoke an unspeakable compound based on pipe scrapings and charcoal. Along the highroads the coolies even scrape the grime from the pack-saddles to mix with this dross. The clerk earning from twenty-five to fifty Mexican dollars a month will frequently spend from \$10 to \$20 a month on opium. The typical confirmed smoker is a man who spends a considerable part of the night in smoking himself to sleep, and all the next morning in sleeping off the effects. If he is able to work at all, it is only during the afternoon, and even at that there will be many days when the official or merchant is incompetent to conduct his affairs. Thousands of prominent men are ruined every year.

The Cantonese have what they call "the ten canons regarding the opium smoker": "He can not (first) give up the habit, (second), enjoy sleep, (third) wait for his turn when sharing his pipe with his friends, (fourth) rise early, (fifth) be cured if sick, (sixth) help relations in need, (seventh) enjoy wealth, (eight) plan anything, (ninth) get credit even when an old customer, (tenth) walk any distance."—Samuel Merwin in Success Magazine.

The second of its kind in the country is the picturesque temple of worship which 7,000 Greeks at Lowell, Mass., have built, it being a \$100,000 structure, with a brilliant golden dome and two golden turrets.

PAYMENT OF HEAD TAX.

The Department of Commerce and Labor has issued the following circular having reference to the exemption of certain persons from the payment of the Head Tax:

Department of Commerce and Labor, Office of the Secretary. Washington, Nov. 6, 1907.

To Immigration Officers, Collectors of Customs, and others concerned:

Section 1 of the act of Congress approved February 20, 1907, requires "that there shall be levied, collected, and paid a tax of four dollars for every alien entering the United States," to which provision an exception is made in the following language:

"That the said tax shall not be levied upon aliens who shall enter the United States after an uninterrupted residence of at least one year, immediately preceding such entrance, in the Dominion of Canada, Newfoundland, the Republic of Cuba, or the Republic of Mexico, nor upon otherwise admissible residents of any possession of the United States."

The meaning and intent of this exception, in so far as it has amended and extended the similar exception contained in section 1 of the act approved March 3, 1903 (as amended by section 1 of the act approved March 22, 1904), has received careful consideration by the Department and the Solicitor, as the result of which the following rules on the subject are promulgated:

(a) Head tax shall not be collected on account of aliens entering the United States from Canada, Newfoundland, Cuba, or Mexico whose legal domicile or bona fide residence was in one of the countries specified for at least one year immediately preceding such entrance if it merely appears that the continuity of their physical presence at their place of residence or domicile was broken by one or more transient and temporary departures therefrom.

(b) Head tax shall not be collected on account of aliens re-entering the United States from Canada, Newfoundland, Cuba, or Mexico who are citizens thereof but who have acquired a legal domicile or bona fide residence in the United States, and who are returning from a visit to one of the said countries, notwithstanding that the period of a full year has not intervened between the date of their departure from and the date of their return to the United States.

F. P. SARGENT,

Commissioner-General of Immigration.

Approved:

OSCAR S. STRAUS,

Secretary.

A French detective has hit upon a novel idea for the capture of pickpockets. He attaches to his purse a length of thin cord, and when the thief has taken the purse he hauls him in hand over hand and arrests him. Sometimes the thief cuts the cord or drops the purse, and then he gets away. But one can't think of everything.—London Globe.

A section of the Canadian Northern Railway running northwest from Sudbury and crossing at Vermilion river, is unique in that it is ballasted with gold. Every yard of the gravel used for ballast has been found to contain from 50 cents' worth to a dollar's worth of the precious metal, in the shape of fine dust.

World's Workers.

Three-fourths of the articles exported from Japan are produced by female labor.

A motion that there is an imperative need for an Imperial Labor Conference in London was recently carried at a meeting of the Dunedin Trades and Labor Council.

Some starch workers of Melbourne (N. S. W.) are petitioning the Victorian Parliament against the Appeal Court's award, and are also asking Parliament itself to prescribe a fair wage for those employed in the industry.

A Chinese colony in Liverpool (England) has doubled its numbers in three or four years. A Commission appointed to inquire into the matter advised that the provisions of the Alien Act should be made more stringent.

According to the Victorian (Australia) Statistician, in 1906 there were 4360 factories in the State, employing 56,339 males and 28,890 females. The salaries paid for the year, excluding working proprietors, amounted to £5,468,470, and the approximate value of the machinery and plant in use was £6,450,355, while the value of the land occupied was £2,851,411, and of the buildings and improvements £5,204,699.

Recently the Amalgamated Society of Carpenters and Joiners in Sydney, Australia, brought a case before the Arbitration Court and won it. The employers then appealed to the Supreme Court of the State, which held that the Arbitration Court had no jurisdiction in the matter. Then the carpenters took the case to the Federal High Court, which ruled the Arbitration Court was right and the Supreme Court wrong.

At the annual meeting of the New Zealand Federation of Employers, a paper was read on the Arbitration and Conciliation Act by the President, Mr. Scott. He said that latest statistics showed the increase of wages had been 8½ per cent to 10 per cent, while the increased cost of living had gone up 25 to 30 per cent. The only good the Act had done had been to protect good employers against unscrupulous competition.

The number of emigrants last year from districts in the United Provinces, British India, where foodstuffs were high and other conditions unfavorable for a certain class of laborers, to Natal, and Mauritius was 24,035, an increase over the immigration of 1904-5. During the year 1906, 8,131 emigrants returned from those countries, 5,718 of whom brought with them savings amounting to \$304,092. The remainder, 2,413, came back with no savings. Remittances to India by emigrants in those countries during the year amounted to \$466,666.

The dispute between the British railway companies and their employes has been settled and there will be no strike. Eleven of the leading companies and representatives of the Amalgamated Society of Railway Servants have signed an agreement drafted by Lloyd George, president of the Board of Trade, providing for the consideration of disputes by a board of conciliation, composed equally of directors of the companies and employes, with an appeal to arbitration if the trouble cannot be settled by the board. The agreement is terminable by a year's notice at the end of six years.

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Portland, Or., Letter List.

Andersen, Fritzof	Larsen, F. -1113
Andersen, Geo. Chr. Lyhe, Harris M.	
Andersson, A.	Lindeman, A.
Airas, Mortiz	Langvardt, Christian
Behrens, Emil	Lang, G.
Bjorkman, Chas.	Le Fevre, Louis.
Blum, Peter	Lange, F.
Buuse, Paul	Lettre, Honore
Bauwens, Edemon	Maack, Hans
Benson, John T. -143	Matson, Viknor
Bergh, Edw.	Marks, S. W.
Dalton, Thomas H.	Nelson, Chas.
Eriksen, E	Nilsen, Edvin
Ehlers, Henry	Nordstrom, Knut O
Elving, Gust	Nurml, E. W. -865
Engbrethsen, Daniel	Nurmlen, J. V.
Eliassen, O. E.	Olsen, Andy -754
Frost, Hans	Olson, Albert
Goethe, Viktor B.	Olson, Olaf
Griel, Bernherdt	Olsen, Arthur G.
Henricks, Goss	Ordig, Bruno
Hansen, Hans Ch.	Petterson, John
Hansen, John	Petterson, Harold
Hansen, Harald	Petterson, Gustaf E.
Hansen, H.	-1013
Hansen, George	Petersen, Ed.
Hanson, Aldan	Peterson, Mauritz
Haaqensen, Martin	Rosbach, Walter
Hartman, Karl	Raetz, Aug.
Ivers, John	Rosenvold, Isak
Jakobsen, Ole	Russell, Ed.
Jacobsson, John	Selander, Gus.
Jansen, Haral L.	Staaf, Louis
Johannessen, Hans	Swanson, Ivar
H.	Smith, Max
Jaensen, Hans	Smith, H.
Janson, Oscar	Tyrholm, Johan
Johansen, F. B.	Thomson, John
Johanson, A. J.	Tornbeck, R.
Kristoffersen, Emil	Udd, John
Kaderhecht, Alf	Vineent, Joseph
Karlsson, A. M.	Wanous, Geo. A.
Kruhming, A.	Wilsen, Anders
Lindstrom, Emil	Waltner, M.

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother,

SMOKE

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315 Water St., next to Commercial Bank.
PORT TOWNSEND, WASH.

Good shoes, hats, genuine Stockton flannel underwear—union label—square dealing, right prices. D. EDWARDS, 4 Mission St., around corner Sailors' Union Hall, S. F.

Charles Hallen, 500 Fifth Avenue, New York City.

W. Wilson, fireman, who joined the steamer Como at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan	Johnson, Herman
Ahrens, A.	Johnson, Frederick
Akesson, H.	
Alness, Johan	Kahlbelzer, F.
Allender, H.	Karlson, Victor
Anderson, James	Kammer, G.
Anderson, H. M.	Karlson, G. -622
Anderson, W. -141	Karsberg, C.
Anderson, A. -1520	Kahlstedt, A.
Anderson, F.	Karspersen, K.
Anderson, L. F. -735	Karlson, A.
Anderson, Andrew	Kanfold, Ed.
Anderson, Chas.	Kalning, J.
Anderson, A. B.	Kinlock, W.
-1082	Klahn, C.
Anderson, K. A.	Klemmensen, C.
Anderson, J. -760	Knubedal, P.
Anderson, Aug.	Kreutz, K.
Anderson, A. -1057	Kristiansen, S. -899
Aanonon, M.	Kristiansen, E. -901
	Kristiansen, Gustaf
	Kristensen, K. G.
	Kummerlove, O.
	Kusul, V. J.

Baxter, W. J.	Lacey, F. E.
Barach, H.	Larsen, Einar
Baker, E.	Lang, Chas.
Berge, H. M.	Larsen, F. -1098
Beuillague, O.	Larsen, C. -1932
Bertelson, Alf.	Lalx, U. E.
Berg, Albert	Larsen, A. L.
Bernard, S.	Lersch, Paul
Bee, C.	Lee, Oscar
Bjork, A.	Lewis, Geo.
Billington, M.	Lemke, Carl
Blanca, F.	Lepp, P.
Blomberg, G.	Ledgett, J. A.
Blomquist, H.	Lessten, J. O.
Bohlman, W. -630	Lindberg, John
Brown, Jack	Lind, Gustaf
Bregning, Walter	Lindberg, Aug.
Brant, Otto	Lillio, F. P.
Bylander, B.	Lindman, H. E.
Bunderson, J.	Lepman, Th.
Butterit, L.	Lubeck, R. A.

Carlson, M.	Mason, S.
Carlson, Jacob	Martinson, Karl
Carlson, Hans	Mayers, P. M.
Castineylo, M. P.	Martinson, E.
Cholard, E.	Malmquist, J.
Christensen, Jens	Masterson, D.
Chevalier, V.	Manion, James
Cowd, C.	Marz, H.
	Martinson, F. -845
	Mattson, Eric
	McClure, P.
	McArthur, L.
	Metz, G.
	Meinseth, A. O.
	Mikelett, E.
	Miller, W. J.
	Moran, H.
	Muller, P.
	Murry, John
	Nelson, Chas. -906
	Nelson, N. -827
	Nelson, K. E.
	Nelson, B. S. -731
	Nelson, C. J. -885
	Nelson, E. -126
	Nashis, P.
	Norris, J. E.
	Nyberg, E.
	Ojestedt, S. A.
	Olsen, O.
	Olsson, J. O.
	Olsen, Anton
	Olsen, Louis
	Olsen, Edward
	Olsen, Thos.
	Olsen, Just
	Olsen, Otto
	Olsen, Harry
	Olsson, Kaurin
	Olsson, B. -597
	Olsen, Raynold
	Omhold, L. T.
	Onfroy, M.
	Osterholm, J. W.
	Owens, J. H.
	Paulsson, O. -1183
	Palmer, J. H.
	Pederson, O. P.
	Petterson, Eric
	Pederson, Hans
	Petterson, J. M.
	Pederson, O. A.
	Persson, H.
	Pennell, J. W.
	Per, J. V.
	Pederson, B.
	Pedersen, A. L.
	Pedersen, K.
	Penningrud, L.
	Palson, Carl
	Polge, L.
	Pommel, A.
	Quistgard, C.
	Quitske, R.
	Rahm, C.
	Rahm, S. A.
	Rasmussen, F.
	Reynolds, Thos.
	Reiman, C.
	Rigoulot, B. A.
	Rorhus, O.
	Robertson, M.
	Rose, W. H.
	Rundquist, O.
	Ronstad, H.
	Samuelson, E.
	Samuelson, T.
	Sauer, A.
	Samuels, John
	Sarin, K.
	Schundlen, J.
	Scherlan, R.
	Schade, -1510
	Scott, Alf.
	Schubert, M.
	Seegren, J.
	Sellin, W.
	Seddon, R.
	Spel, P.
	Selenski, P.
	Sleners, B.
	Slow, O.
	Silverson, S. B.
	Simonsen, B.

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Smith, Ed.	Torslund, W.
Sonderman, G.	Ulstad, J. S.
Straten, W. Van	Vlastad, T. P.
Stander, B.	Valentine, G.
Storr, W. T.	Vannous, Geo.
Steine, I. L.	Vidot, W.
Steen, Ivar	Woodhull, C.
Stuhr, H. M.	Wilhelm, H.
Storness, A. O.	Wilson, Sanford
Steele, Joseph	Wickman, P.
Swenson, Otto	Walace, A.
Swenson, B.	Wenecke, A.
Taylor, Ed.	Walker, A.
Taylor, Fred	Wold, J. J.
Thompson, C.	Waldroth, C.
Thorsen, Tage	Williamson, A.
Tiesing, Ed. A.	
Tighe, T.	
Tasmoen, M. A.	Yulmin, S.
Torjusen, G. T.	Yunger, O.
Torquist, M.	

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Lubke, John Von	

Honolulu Letter List.

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Harversen, N.	

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edman Hetman Hanson, a native of Tromsø, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother Edward. Address, Coast Seamen's Journal.

Anton August Levedahl, sometimes called C. A. Dahl, last heard of in Portland, Or., in 1904, is inquired for by his brother, J. H. Levedahl. Address, 3831 Seventeenth street, San Francisco.

TACOMA, WASH.

DICKSON BROS. CO.

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing, Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of every dollar's worth before commencing to remodel the store, and the arrival of new Spring goods. This place will be run as a branch of the Tacoma concern, and our policy will be the same here as Tacoma, by carrying first-class Union Made goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-third and one-half its actual cash value. Bear in mind we never misrepresent anything in newspapers, store or otherwise.

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Pt. Townsend Letter List.

Encbom, Carl R.	Larsen, Anton
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Evans, Stanley	McLennan, Donald
Grew, Jorgen	Olsen, Alfred
Heine, C.	Stachenssen, C
Helm, William	Syvetsen, Syvaret
Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

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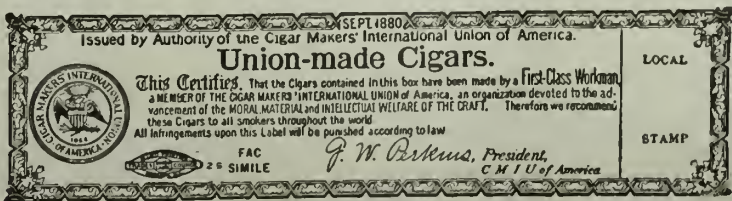
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facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.

Ask your dealer for Union Stamp shoes, and if he cannot supply
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BOOT AND SHOE WORKERS' UNION,
246 Summer Street, Boston, Mass.

SMOKERS

See that this label (in light blue)
appears on the box from which
you are served.

**Labor News.**

J. E. Hurley, general manager of the Santa Fe Railroad, said that the Santa Fe would not lay off any men this winter in its operating or main-tenance of way departments. "We need all the men we have now in completing the Belen cut-off," he said.

Telegraph operators, station agents and clerks of the Dunkirk, Allegheny Valley & Pittsburg Railroad were notified that an increase in wages of from \$5 to \$15 per month had been granted them, effective at once. The road is a part of the New York Central lines.

On account of the present condition of the money market the Huntington interests have suspended electrical development work in the mountains of Fresno county, California. Thirty men and teams have been called home, and the survey of the Fresno-Yosemite line has been discontinued.

Immigration from Japan is on the increase. The monthly statement of the Immigration Bureau, just issued, shows that, for October, the immigration of Japanese amounted to 1616, which was 932 more than for the corresponding month of 1905. The increase from other Asiatic countries was as follows: China, 14; India, 165; Turkey, 540.

The American Graphophone Company, of Bridgeport, Conn., employing 2900 hands, announced on Nov. 7 that the factory would shut down for an indefinite period. The close is forced by the present financial conditions. The Bullard Machine and Tool Company, employing 2000 hands, is running on half time. Birds-eye, Somers & Co., corset manufacturers, employing 2000 persons, has closed. The notice says that the shut-down is to make an inventory.

The total number of alien immigrants admitted in the United States during October was 111,513, and the number admitted at Pacific ports was as follows: San Francisco, 361; Seattle, 363; Honolulu, 978; Canadian Pacific ports, 102; other Pacific ports, 143. There came through Canadian border stations 5524, and across the Mexican border 641; at Galveston, 1390; New Orleans, 869. Immigration for October showed an increase over October, 1906, of 12 per cent, and over 1905, of 29 per cent.

The United States Supreme Court began the hearing of the appeal in the case of the United States vs. William Adair, involving the constitutionality of the act making it a misdemeanor to discriminate against employes because they are members of labor unions. Adair, as the master mechanic of the Louisville & Nashville Railroad, discharged a man named Coppage because, it is charged, Coppage was a union workman. Adair was fined \$100 in the United States Circuit Court for the Eastern District of Kentucky.

The wages of the section men of the Moscow-Colfax branch of the Oregon Railroad & Navigation Company have been reduced from 20 cents to 15 cents an hour, and the hours of work cut from ten to eight. This makes a reduction in earnings from \$2 to \$1.20 a working day. The entire force at Moscow has quit work except the section boss, and it is reported that other crews on the branch will do the same. As labor is getting more plentiful, it is expected that other railroads will take similar action during the winter months.

News from Abroad.

Maximilian Harden, editor of Die Zukunft, was acquitted at Berlin in the suit brought against him by General Count Kuno von Moltke for defamation of character.

Minister of Foreign Affairs Hayashi, of Japan, in an interview, said that the attitude of his country toward the United States was cordial and friendly, and expressed belief in lasting peace.

The density of population in Australia increased from 1.27 to 1.38 in the six years from 1901 to 1906. The population densities in the other continents, according to the report, are as follows: Europe, 100; Asia, 48; Africa, 15, and America, 9.

A South African newspaper contains descriptions of the successful 18,000-acre irrigated farm of Dr. Eduardo Saldanha. The plantation, on which is being planted thousands of tropical and temperate zone fruits, is situated on the banks of the Umbeluzi River near the Swaziland Railway.

Sir Chentung Liang-Cheng, until recently Chinese Minister at Washington, has been received by the Empress in audience for three successive days. He has been raised from the second to the first rank and appointed a director of the Southern Railroad, with headquarters at Shanghai.

A violent earthquake has occurred at Torre la Ribera, in the province of Huesca, Spain, on November 7. The earth opened, leaving great fissures, the disturbance being accompanied by subterranean rumblings, which caused a panic among the population. Many houses were shaken down. It is said great loss of life occurred.

The Russian police searched the houses of several agents of the line of Russian steamers running from Libau to New York, resulting in the seizure of several false passports and the arrest of the agents and many immigrants who were intending to embark for the United States. Considerable traffic is reported to have existed in passports which were sold with steamer tickets to New York.

A series of horrifying crimes came to light at Munich, Germany, when Ida Snell, a 14-year-old nursemaid, confessed that within the past three months she had put to death seven infant children intrusted to her keeping by stabbing them with hairpins at the base of the skull. Her last victim was a baby only two weeks old, the son of a peasant in the village of Ampermoehing, near Munich.

The question of establishing dockyards at Melbourne, Australia, as part of the rumored naval defense scheme of the Commonwealth Government is being actively discussed in Sydney as a result of Colonel Stanley, the representative of Messrs. Armstrong, Whitworth & Co., announcing that he had made an offer to the Government and that he thinks Sydney is the best place in the commonwealth for the construction of the yards.

The Finnish Diet adopted by 104 votes to 91 the proposed appropriation for \$4,000,000 as a biennial compensation to the Russian Government for the exemption of Finns from service in the Russian army. At the same time it plainly intimated no further money for this purpose would be forthcoming, and urged the Emperor-Grand Duke to re-establish the national army of Finland. It is understood the Emperor-Grand Duke insisted personally on this, to which he considered Finland's faith to have been pledged.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aaltonen, R.
Ackerson, P.
Abrahamson, Carl
Absatonsen, Ole
Akselson, Hjalmar
Ahlborg, R. W.
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Alebsson, C. B.
Alquist, Frank
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Fitzgerald, Harry
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Walberg, Rudolf
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Suckow, Franz
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Aberdeen, Wash., Letter List.

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Wefstrand, C. F.

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Herrmann; Secretary, George Tournay;
Assistant Secretary, A. H. Muller; Good-
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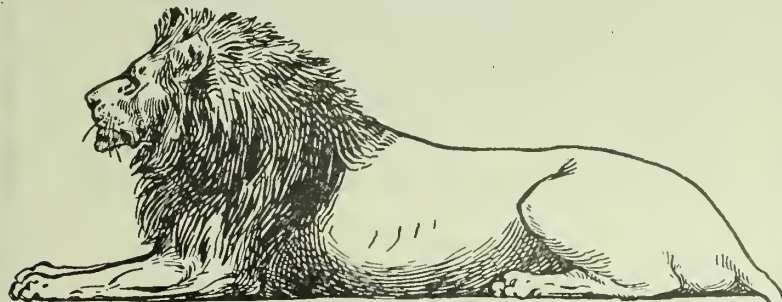
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not make a mistake—LOOK FOR THE NAME AND NUMBER.

Domestic and Naval.

Secretary Metcalf issued a state-
ment at Washington declaring that
the navy needed \$125,041,399 for the
next fiscal year.

Twenty-one steamships have been
chartered at Glasgow, Scotland, to
carry coal and other supplies for the
American fleet to the Pacific coast.

The Navy Department will accept
the bid of \$3210 by Thomas Butler
& Co., of Boston, highest bidder for
the old and obsolete sloop of war Sar-
atoga, built in 1824. The sloop was
one of Commodore Perry's ships on
his Japanese expedition.

The Isthmian Canal Commission
has purchased the tug Reynolds, a
vessel 115 feet long, at a cost of
\$66,000, for work in the harbor of
Panama. This is the third vessel
purchased by the Commission to be
sent to Panama by way of Cape
Horn.

It is announced that the President
will review the battleship fleet in
Hampton roads before it sails for the
Pacific and that he will entertain the
Admirals and Captains on board his
yacht, the Mayflower, and tell them
what he hopes to see as the result of
the long practice cruise.

The steamship Chatham, of the
Merchant and Miners' Transportation
Company, from Baltimore, arrived at
Savannah on Oct. 29 with the cap-
tain and crew of the coasting
schooner William L. Walker, which
was abandoned last Monday near
Cape Lookout, N. C., while bound
from Baltimore for Mayport, Fla.

Rear-Admiral Henry W. Lyon was
retired from the Navy on November 8,
having reached the age limit of serv-
ice. He entered the Naval Academy
from Massachusetts in 1862. During
the Spanish-American war he com-
manded the dispatch-boat Dolphin.
Since July, 1906, he has been com-
mandant of the navy yard at Mare
Island, Cal.

The engineers on the Panama Canal
continue to increase the amount of
excavation each month, according to
a cablegram received at the canal of-
fice from Chief Engineer Goethals on
the isthmus. The total excavation
for October reached the unprece-
dented figure of 1,868,729 cubic yards,
as compared with 1,481,307 cubic
yards for September. For the corre-
sponding month of October last year
the total excavation was 538,254
cubic yards.

The North German Lloyd liner
Kaiser Wilhelm der Grosse arrived
at Plymouth on Oct. 29, after a most
remarkable voyage. She came for
1750 miles across the Atlantic,
through one of the most severe
storms of the season, without a rud-
der, guided only by her propellers.
Passengers who landed at Plymouth
and came on to London tell stories
of one of the most remarkable feats
of seamanship in the history of big
steamships.

The Chilean Government has
awarded the contract to an English
firm to construct two steam cranes
on the fiscal docks at Valparaíso for
the sum of \$90,000. The cranes are
to be of 25 and 80 tons capacity and
are to be guaranteed for two years.
The Government has decided to
double the capacity of the fiscal
dock, which, together with the new
cranes, will put this port in position
to handle much easier the great in-
crease of business. This will cost
about \$150,000 United States gold.

With the Wits.

The Greater Chump.
The man who loving notes indites,
With which the girl may sue,
Is not as bad as him who writes
Those letters I. O. U.
—Philadelphia Press.

True to Principle.—Waiter—"Demi-tasste for the party, sir?"

Pa (glaring, with one eye on Ma)—
"No, sree. This yere's a temp'rance crowd. Jest bring us plain coffee."—
Washington Herald.

Top of the Heap.
Of the sour words worked into verse
Some are bad—and some are worse;
But of all sad words of tongue or pen
The saddest are these: "He's a has-been."
—Chicago News.

Coming Some—Obadiah—"Looks as though this here man Hughes wuz the dark hoss in the Preserdential campaign."

Hezekiah—"Dark hoss nothin'! He's the red auttymobile, b'gosh!"—Puck.

How She Felt.—Stella—"So you kissed the young person in the dark hall, thinking it was your brother. You must have felt awfully cheap when you discovered your mistake."

Mabel—"Cheap! Why, I felt like a Friday remnant at a Monday bargain sale."—Chicago News.

Consideration for Father.—"Johnnie," said mother, threateningly, to a naughty son, "I am going to tell your father to whip you when he comes home to-night."

"Please don't do that, mother," said the lad, penitently, "dad's always so tired when he comes home."—Philadelphia Inquirer.

One on the Old Man—College Youth—"Yes, mother, I'm a convert to Darwinism."

His Mother—"You are, are you? Well, let me tell you this, young man, if you have any idea that you descended from a monkey, it is entirely on your father's side of the house."—Exchange.

The latest:

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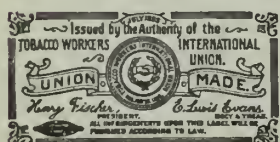
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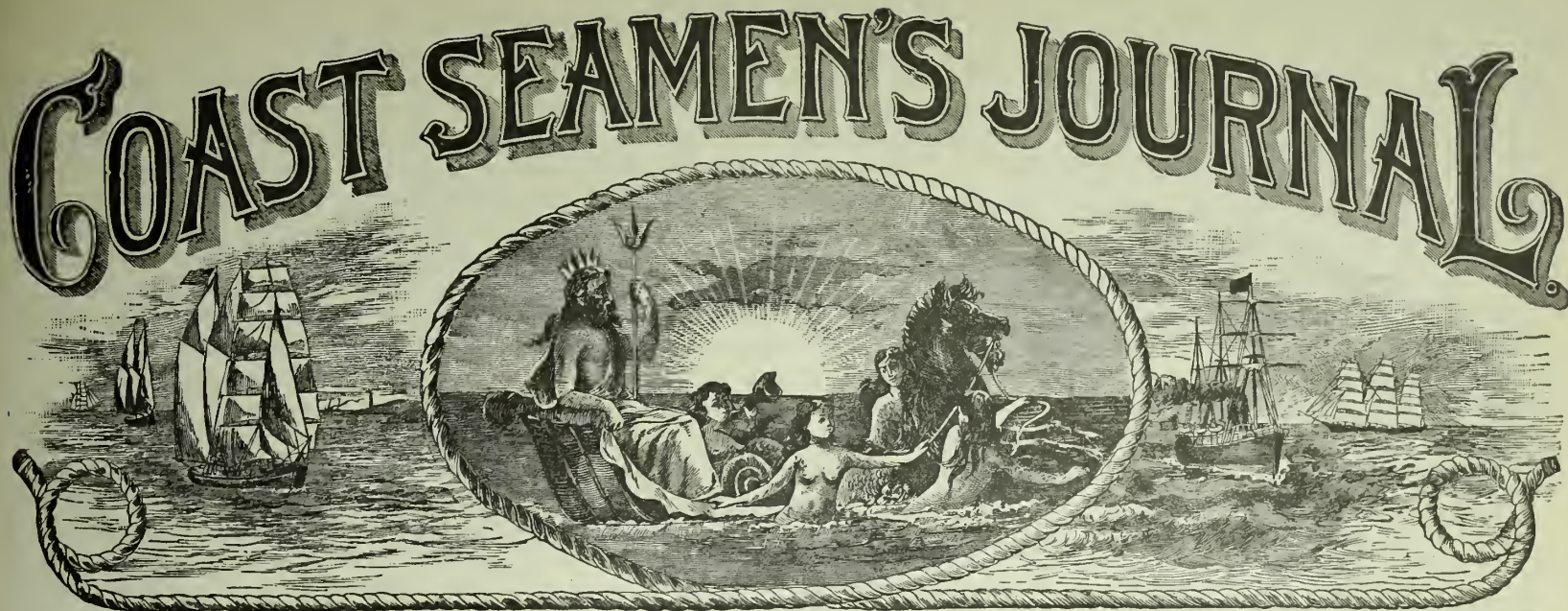
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 10.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 27, 1907.

Whole No. 1040.

FISHERMEN'S CONFERENCE.

THE Third Annual Conference of the United Fishermen of the Pacific was called to order at Seattle, Wash., on November 6, 1907, I. N. Hylen of the Alaska Fishermen's Union presiding.

The following delegates were found to be entitled to seats:

Alaska Fishermen's Union—I. N. Hylen, H. Goranson, Peter Gade, Chas. Hammarin, Fred Swanson.

Columbia River Fishermen's Union—J. H. Lorntsen, Chris. Christensen.

LaConner Fishermen's Union—J. H. Davis, C. Bevis.

Grays Harbor Fishermen's Union—P. McNally. Duwamish Fishermen's Union—Christ. Johnson. Halibut Fishermen's Union—Chas. Pratt.

L. Pryer, member of the Loring (Alaska) Union and John Schei, member of the Halibut Fishermen's Union, attended most of the sessions.

The Secretary read the following financial report:

Financial report of Secretary-Treasurer of the United Fishermen of the Pacific, from January 1, 1907, to November 1, 1907:

Income.

Balance on hand January 1, 1907.....	\$ 80.25
Alaska F. U. Local No. 1.....	2499.85
Columbia River F. U. Local No. 2.....	670.50
LaConner F. U. Local No. 3.....	41.50
Coquille River F. U. Local No. 4.....	35.00
Skagit River F. U. Local No. 5.....	54.75
Duwamish F. U. Local No. 6.....	33.50
Grays Harbor F. U. Local No. 8.....	46.50
Halibut F. U. Local No. 9.....	144.00
Alaska F. U. Local No. 2 (Ketchikan)...	48.00
Alaska F. U. Local No. 3 (Petersburg)...	17.00
Total	\$3670.85

Expense.

Expense Union	\$ 249.55
Salary	986.05
Travel	107.80
Printing	157.05
Federation	600.00
Organizers	295.70
Balance on hand	1274.70

Total

Income as per initiations per capita and dues per capita. (Note: Locals pay \$1.00 for each new member and 75 cents per member per season.)

	Initiation	Dues
	P. C.	P. C.
Alaska F. U. Local 1.....	\$ 807.00	\$1692.85
Columbia River F. U. Local 2.....	261.00	409.50
LaConner F. U. Local 3.....		41.50
Coquille River F. U. Local 4.....	35.00	
Skagit River F. U. Local 5.....		54.75
Duwamish F. U. Local 6.....	14.00	19.50
Grays Harbor F. U. Local 8.....	27.00	19.50
Halibut F. U. Local 9.....	144.00	
Alaska F. U. Local 2 (Ketchikan).....	48.00	
Alaska F. U. Local 3 (Petersburg).....	17.00	

Totals

Grand total, \$3590.60.

Per Capita to I. S. U. of A.

Alaska F. U. Local No. 1, 1900 members, average 5 months' work, 35c.....	\$665.00
Columbia River F. U. Local No. 2, 546 members, average 4 months' work, 28c.....	152.90
LaConner F. U. Local No. 3, 100 members, average 4 months' work, 28c.....	28.00
Skagit River F. U. Local No. 5, 73 members, average 3 months' work, 21c.....	15.30
Duwamish F. U. Local No. 6, 26 members, average 3 months' work, 21c.....	5.45
Grays Harbor F. U. Local No. 8, 26 members, average 3 months' work, 21c.....	5.45

Total

Financial Standing of Locals of the U. F. P.

Alaska F. U. Local No. 1.....	\$42,588.29
Columbia River F. U. Local No. 2.....	800.00
LaConner F. U. Local No. 3.....	247.05
Coquille River F. U. Local No. 4.....	55.00
Skagit River F. U. Local No. 5.....	131.40
Duwamish F. U. Local No. 6.....	65.75
Grays Harbor F. U. Local No. 8.....	100.00
Halibut F. U. Local No. 9.....	125.00
Alaska F. U. Local No. 2.....	
Alaska F. U. Local No. 3.....	

Total

Respectfully submitted,

ED. ROSENBERG,
Secretary-Treasurer, U. F. P.

The following Auditing Committee was appointed: H. M. Lorntsen, Fred Swanson, J. H. Davis, Chas. Pratt.

The annual report of the Secretary-Treasurer was read as follows:

To the delegates of the Third Annual Conference of the United Fishermen of the Pacific:

Since we met ten months ago in conference and mapped out the work of the United Fishermen for the year, it can be said with satisfaction by the many members who earnestly and intelligently aided in carrying out these plans, that success has come to our efforts. And success which undoubtedly will encourage our members to continue in this good work.

Legislation.

Efforts on the part of the trappers of Puget Sound to repeal for themselves the 36-hour weekly closing season law were defeated. While we failed to secure an opening in the lead of traps during closing time, regulations as to apron in front of outside heart and raising of minimum fine from \$50.00 to \$250.00, half of fine going to informer, have according to reports stopped actual fishing by traps. The opening in the lead should, however, be insisted upon in future legislation.

We failed to secure abolition of traps inside of Deception Pass. We likewise failed to have fishwheels abolished in the upper Columbia.

A bill prohibiting purse seines on the Columbia and Oregon streams passed the Oregon Legislature, but failed in Washington. Arrests on the Columbia were made of purse seiners by the Oregon authorities, and conviction secured in the Justice and Superior Courts. The case, involving jurisdiction of the two States on the Columbia, is now being carried up to the Supreme Court of

Oregon and will then go to the Supreme Court of the United States.

If plans mapped out carry, the people of Oregon will be asked next June to decide by direct vote whether fishwheels in the upper Columbia shall be prohibited.

With the aid of President Gompers of the American Federation of Labor and United States Senator Fulton an important victory with far-reaching results for the future, was won in restricting traps in navigable waters of the Columbia.

The Alaska Fishermen are determined to have fishing stopped entirely in Wood River and with traps in Nushagak, Bristol Bay. Telegrams to Secretary of Commerce and Labor Oscar Straus, requesting a hearing in the matter, have been sent by representatives of fishermen from San Francisco, Astoria and Seattle; likewise Congressman Julius Kahn of California and Senator Fulton of Oregon have been interviewed and promised support. Senator Piles of Washington in answer to wire urging his support for a hearing by the department on this matter, has wired had seen Secretary Straus and feels confident hearing will be held on or before December 15. The great majority of canners interested in Bristol Bay favor abolition of traps in Wood River and Nushagak. The Alaska Packers' Association and the Portland Packing Company (Warren), are as far as known, the principal opponents in this fight for the saving of the salmon of Alaska. If this hearing is had as urged by us, would recommend that the delegates to the I. S. U. of A. convention attend Washington, D. C. If cost of this work exceeds amount set aside by the Alaska Fishermen's Union; then additional expenses to be defrayed by the U. F. P. Should the department not act on the request for a hearing, would likewise recommend that these delegates visit Washington, D. C. and take such steps as possible to prevent the destruction of salmon in the Nushagak.

Organization.

Two locals have been started in Southeastern Alaska, the Executive Board sending Fred Swanson to Loring, Ketchikan and Petersburg. These fishermen ought to be organized, as with the decrease of salmon in Alaskan waters, legislation to protect salmon will become more and more imperative, and such legislation can only be secured if the United Fishermen of the Pacific, that is the fishermen's unions, take the initiative and are strongly supported in all parts of our Coast where fishing is carried on.

We have gained within the last ten months a local on the Skagit River, Washington, and on the Coquille River, Oregon.

The Halibut Fishermen of Seattle started organization in earnest two months ago and now nearly all of these fishermen on the larger steamers sailing from Tacoma, Seattle and Vancouver, B. C., are union men, with men in the smaller boats, called smokers, likewise commencing to join. It can be said that about 300 halibut men have joined, with another 200 to 300 in prospect. The strike at Seattle of the fishermen of the San Juan Fish Company, tying up its boats for three weeks and ending in victory, gave the impetus to organization of the halibut men.

Nearly two hundred fishermen in Grays Har-

bor were on strike for over a month and won out, insuring a good local in that territory.

Progress in organization and legislation has been made during the past year along the entire line of our jurisdiction. Not as much progress as some of us hoped for, but solid progress nevertheless. But our task is a great one, not easily understood by many fishermen themselves. The labor unions as a rule mainly strive for shorter hours and better pay. We have to see that our members get fair pay, but we mainly have to work for the preservation of the industry, now everywhere seriously threatened by the greed of corporations desirous of returning big profits today, caring little for the future.

Our task is great and difficult, but necessity compels us to go on with it, and our past successes promise success in the future.

In closing, I wish to sincerely thank the officers and members of the various locals for their always ready and efficient service in aiding me to carry on the work of the United Fishermen of the Pacific.

Respectfully submitted.

ED. ROSENBERG,
Secretary-Treasurer U. F. P.

The Secretary's report was then taken up.

Motion carried that U. F. P. set aside \$200.00, to be used, if needed, to advance in Congress legislation generally advantageous to all fishermen and especially to promote measures for the abolition of salmon traps in Wood and Nushagak Rivers.

Motion carried that the U. F. P. continue its efforts to absolutely stop traps from fishing on Puget Sound during the weekly thirty-six hours' closing season, that is that agitation be kept up to have an opening in the lead of traps; also that we continue our efforts for abolition of traps in the inner parts of Puget Sound, these traps now destroying our salmon.

Motion carried that the Secretary use his utmost efforts to put a stop to illegal trap fishing in Grays Harbor; also continue his efforts with the Washington State Fish Commissioner towards enforcing closed seasons on Grays Harbor; likewise have stopped the illegal practice of dumping sawdust by saw mills into the waters of the harbor; further see that logging companies have fish ladders in their log dams.

The petition of the Duwamish Union to the Washington State Fish Commissioner, urging him to designate the mouth of the Duwamish River to be at the old railroad trestle, was endorsed.

Full support was pledged to the Columbia River fishermen in their efforts to have all salmon fishing for commercial purposes stopped at tide water, the delegates of the conference being convinced that only such stoppage of fishing, which in the main means the abolition of fish-wheels, can save the salmon industry of the Columbia.

Motion carried that the delegates going to Washington, D. C., bring to the special attention of the War Department the present illegal locations of many fish-traps along the Washington shore of the Columbia River, as shown in the survey made last year by Lieutenant Colonel S. W. Roessler, U. S. E., and request the department to order these traps back to their original locations; further that the traps above Point Ellice stretching toward Frankfort, Washington, and the three traps right below Point Ellice be entirely ordered out as dangerous to the lives and property of driftnet fishermen, navigating along that shore.

These delegates were also instructed to urge upon the War Department the issuance of an order to the United States Engineer officers that they, when application for a fish-trap permit is asked, issue a public notice that all interested parties will be given a hearing on a certain date, whether permit shall be recommended, and that any written protest against the issuance of such permit be forwarded by the engineer officers to the Secretary of War.

Further, these delegates were instructed to request the War Department to issue order to United States Engineer officers, that when a permit for a fish-trap location is granted, the receiver of permit shall be required to file a bond for not less than \$500.00 for the removal of trap piling according to law.

Likewise these delegates were instructed to bring to the notice of the Federal authorities the advisability of having an international agreement allowing the halibut vessels of the United States and Canada in the waters of the Pacific to dress fish, caught outside the three-mile limit, in the harbors of the respective countries.

Motion carried that the United Fishermen of the Pacific are unalterably opposed to the use of food fishes for fertilizing purposes.

It was decided that if conditions in Southeastern Alaska warrant, the Secretary next spring either go to Southeastern Alaska himself or deputize an organizer to advance organization of the local fishermen of Southeastern Alaska; likewise that delegates going to Washington, D. C., take up with the Federal Fishery officials, the question of Japanese residents of Alaska fishing for salmon in American waters.

Secretary's report received as acted upon, and the work of the Secretary and the Executive Board performed during the past year, endorsed.

(Continued on Page 7.)

GEORGE WASHINGTON.

George Washington wasn't the father of his country, or first in the hearts of his countrymen, or anything in that line at all that I am aware of. He was just a plain cook, and a sea-cook at that, which is not much of a distinction these days, as every son of a sea-cook knows. But, if he wasn't first in the hearts of his countrymen, he was easily first in the affections of those of his shipmates to whom his skill in the culinary art, and his obliging ways, made life one grand, sweet blowout. For—the truth must be told even at the risk of shaming the devil—George Washington was no "cabin cook." He used to take a grim delight in averring on all occasions, in or out of the galley, that he was a "sailors' cook," that he believed in "feedin' de boys," that as they had to do the hardest work on board they should have the best there was to eat in the ship; and no amount of expostulation or hectoring from the afterguard could make him recede one iota from this nautically untenable and revolutionary position. It was always, "De Lawd He sho' lub de po', an' Ah'se a chile ob de Lawd, an', bress de Lawd, Ah'll feed His lambs," uttered in the deep, inflectionless monotone of the Southern negro.

For George Washington, be it known, was an unpretentious, "spectable cullud gemman" of the old, ante bellum school, who, in his artless, uncouth way, tried to interpret according to his lights the world-old motto of true gentlemen everywhere, "Noblesse oblige." Not that he was at all aristocratic, either in his bearing or in his appearance. His countenance exhibited all the usual ethnological characteristics of the sons of Ham; the prognathous jaw, thick lips, distended nostrils, flat nose, high cheek bones, and low, receding forehead which anthropologists tell us are the unfailing signs of a race aeons later in the making than ours is. Indeed, so far as facial pulchritude went, George Washington was distinctly in the gargoyle-satyr class, with the additional disadvantage of a nocturne-like complexion, on whose shiny duskiness a piece of charcoal would have made a white mark. But, despite all these discouraging handicaps in maintaining a haut ton front, he had his little foibles and vanities just like all the rest of us. Some of the boys tried to snug his name down to "Wash," but "no sah," it was no go. "Ah'se frum No'th Ca'llina, sah; an' mah name's Geawge Washin'ton Abum Linkun Julius Caesar Pompey Smith. Mah ole marse, Gin'ral Smith, he gib me dem names, an' he done tole me afore he set me free nebah to shame de fambly name. 'Course, Ah doan't 'spect yo to 'membah all mah names, but Ah won't stan' fo' less dan Geawge Washin'ton. Now, 'membah, sah, Ah done tole yo dat."

And there we were; George Washington it was if we wanted anything to eat. The tall-water appellation, "Doctor," he would have none of. "Ah'se no doctor, sonny," he would say; "Ah doan't kill people fo' a livin'. Ah'se a lifesaver, Ah is." After a while, however, we found that by tacking a handle to his name we could wheedle him out of almost anything he had. And so, whenever we wanted him to cook us some particularly desired titbit, all we had to say was, "Mr. Smith, please cook us some — to-day," and it would be forthcoming at the proper hour without fail. Which is surely

proof that even an autocratic sea-cook may be tumbled over by a little finesse.

In stature he was a giant, standing more than six feet four inches in his bare feet. His arms and torso were muscled like those of the Farnese Hercules, but there his bodily resemblance to that gentleman ceased. Like most men of his race, he was shy on leg-development, his shanks being almost destitute of calves. His enormous feet stuck out behind nearly as much as they did in front, lending an appearance to his nether limbs which sometimes put one in mind of a scrubbing brush with a handle stuck in its middle. Withal he was as nimble as a skipjack going after flyingfish, and his strength was prodigious. The Leprechaun was a twelve-hundred ton ship, and yet I saw him more than once pick up the bunt of her mainsail all by himself, and roll it up on the yard with as much apparent ease as one of us might have displayed in rolling up the bunt of a royal.

Like his illustrious namesake, George Washington might easily have been the first in such miniature wars as will occasionally break out on board the best of regulated ships, had he so desired. But he chose, instead, to be the first in peace. And it was most fortunate for us that he did so, for hardly had the tugboat left us off Sandy Hook before the second mate, a notorious bucko and ex-convict, started in to test the temper of the crew after the fashion approved by his kind ever since they and hellships first synchronized. But right there and then George Washington jumped out from the galley and into the breach, as it were. Grabbing the second mate around the waist and tucking him under his left arm like an angry mother might her refractory baby, he administered a couple of slaps with his right hand to that gentleman's upturned face that tapped the claret ducts, and then spake thusly:

"Yo'se a foulmoufed Philistine, sah (slap, slap), an' Ah'll lam yo (slap) evah time Ah hea' yo cuss. Marse Jerry McAuley, de Watah Street Mission man, he done tole me to lam de Philistines des lak Samson he do (slap, slap), an', bress de Lawd (slap, slap), Ah'll sho lam yo, sonny, till yo is good (slap, slap). Doan't yo ebah cuss no mo', sah (slap, slap), fo' Ah'se a chile ob de Lawd, an' Ah'se sho gwine to scarify yo (slap) till yo dassen't say 'boo' to de cat, yo misuble trash, yo (slap). Now, yo be good, sah (slap), an' 'membah what Ah done tole yo, Mistah Philistine."

After an additional slap or two for good measure, and a shaking that must have loosened some of the bones, the poor second mate was deposited on the deck, most decidedly a sadder, if not a wiser, man than before his tete-a-tete with George Washington. And it must be confessed that the treatment, though somewhat heroic, was effective; for from that day forth "Mistah Philistine," as we there and then dubbed the second mate, was as meek in spirit as the proverbial lamb. At least, so it seemed to us; but it is much to be feared, as the sequel will show, that his conversion, like beauty, was only skin deep.

I doubt very much if George Washington had ever worn shoes. If he had, they must have been made specially for him, for no shoemaker would think of keeping in stock shoes that would fit feet so wonderfully and fearfully made as those ponderous

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

JAPAN'S COMMERCIAL GROWTH.

While all the rest of Asia is treated as so much territory to be exploited commercially, Japan has herself entered the arena as an exploiting nation, and even enterprising America has to confess that in its trade with that country the trade balance stands in Japan's favor. Last year we sold Japan \$38,500,000 worth of goods, while Japan sold us \$52,500,000. And the Japanese are carrying their goods in their own steamers, built and manned so cheaply that they are driving American shipping from the Pacific.

Japan's commercial advance has attracted the attention of Alfred Stead, who writes a series of articles on it in *The Hindustan Review* (Allahabad). In spite of the fact that her treaties forbid Japan to carry out such an extensive scheme of trade protection as has enriched the United States, he says, she has set us an example in some particulars. Japan not only feeds her people from her own soil, as we do, but she also has what we have not—a merchant navy that distributes her exports among foreign customers without calling in the aid of "freighters" from the outside world. As this writer puts it:

"Warned by the example of the United States, they avoided the mistake made by the Americans, of developing their industries and export trade without having any mercantile marine available. In this way, an enormous amount of American money left and still goes out of the country in the shape of freight charges to foreign-owned vessels. Nothing shows the Japanese thoroughness to better advantage than the way in which they prepared their merchant service preparatory to acquiring the goods to load the vessels with.

"Visitors to Japan at the end of the nineteenth century must have seen the number of Japanese vessels lying in the harbors waiting for employment. Then it seemed to be a waste and a miscalculation, but time has shown that it was only foresight. Slowly, year by year, the proportion of the Japanese foreign trade carried by Japanese vessels grows larger and larger, and a corresponding proportion of money stays in the country. In the pursuance of the efficient development of this side of national life, the Japanese have acquired a merchant marine which ranks ninth in the world, a conclusive proof of the value both of the idea actuating them and of their method of accomplishing it. And the Japanese thoroughness did not stop at the mere creation of the fleet. It developed the means of building the vessels, so that yet again Japanese capital might remain in Japanese hands rather than pass into those of the shipbuilders on the Clyde or the Thames. Whereas formerly the whole supply of new vessels of the great Japanese shipping companies was bought abroad, it is now doubtful whether there will be any so purchased. The shipbuilding yards of Japan have been developed up to the point where they can supply the needs of the Japanese merchants, and henceforth Japanese ships will be built in Japanese yards. This proficiency is not confined to the merchant vessels, for the same is true of the government navy yards, where first-

class warships are being constructed, where only a short half-century ago sampans and small junks were the only craft thought of."

But Japanese agriculture has advanced side by side with Japanese commerce, and we are told:

"It would have been illogical for Japan if, while developing the great ideal of Japan for the Japanese, she had neglected her agriculture and ceased to be able to feed her own population. The national idea demanded that, however important the manufactures became, the food supply of the country should be able to cope with the increasing population. Not only could the agricultural output not go backward, it had to move forward with the nation's development periods.

"Japanese patriotism, aided by the latest scientific methods, is a force which is able even to overcome all obstacles, and produce on nineteen thousand square miles food for forty-five millions. It is in the spreading of the scientific methods and the latest methods of agriculture that the Japanese Government has been so successful, the farmers never lacking in enthusiasm."

The present condition of Japan is, in fact, as Mr. Stead assures us, such as renders her one of the leading powers of the world. To quote this writer's language:

"Not only has Japan become one of the eight great powers of the world, but she has successfully demonstrated that she is the one great power which dominates Eastern Asia. The wonderful force lying in Japan's hands is not even yet properly realized, and there are unknown potentialities of which the other nations have not even a suspicion. But before very long this nation, which is able to think out problems as thoroughly as any Oriental, and act upon the result of the thought as energetically as any Western race, will receive its full recognition in every branch of national life. The force which is possessed by a people, efficient in every department of national life, and possessing the unique impulse of a sentient practical patriotism, and an undivided public opinion is so unknown, so enormous, as to defy its measurement by any standards possessed by the Western world."

IMPROVEMENTS IN HOLLAND.

The British consul at Amsterdam reports that various improvements are projected to the North Sea Ship Canal, necessitated by the development of the trade and shipping of that Netherlands port. The improvements include the building of a second and larger lock at Ymuiden, the lighting by electricity of the North Sea Canal for night traffic, the deepening and widening of the canal, and the lighting of the interior of the harbor in the direction of the Orange locks. Upon the completion of these alterations, which should be within eighteen months, larger vessels will be able to resort to the port at all stages of the tides and at all times of the day or night, and shipbuilders will be no longer hampered by consideration of narrow locks and shallow waters.

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AUSTRALIAN NOTES.

(For the COAST SEAMEN'S JOURNAL.)

Dear Friends:

Greetings from Australia to the Seamen of America. The Federated Seamen of Australia have today concluded a conference with the Sydney Steam Colliers' Association with the result that an increase in the rates of pay has been granted to the members in that particular trade. The rates now are £11.5.0 to donkeymen, £9.10.0 firemen, £8.15.0 boatswain, where carried; sailors £7.15.0, with another 5/- increase on and after July 1st, 1908, to sailors and donkeymen, besides several alterations in the working conditions. The rates prior to this were, donkeymen £10.10.0, firemen £9.0.0, boatswain £8.0.0, sailors £7.0.0.

The labor organizations are in a fair position here just now. Trade is brisk all around and everything is still on the upgrade. On Saturday last a new or reorganized society was brought into operation, namely, the Storemen's Union, and 600 joined that night at the Trades Hall, Sydney—not a bad start.

The Labor party is now stronger in the State Parliament, having gained several seats at the last election, and we may now assume that unionism and labor in politics are becoming quite respectable, so that our prospects are bright for the future. I am very sorry to have to state that our Federal Labor leader, J. C. Watson, is resigning from the leadership in the Federal House. His loss to our movement at present is to be regretted, and it is to be hoped that our party will rise to the occasion and produce another Watson.

With respects to all friends and comrades, I remain yours faithfully,

COMMODORE.

Sydney, Australia, Oct. 29, 1907.

AN ESTEEMED CONTEMPORARY.

The Pekin Gazette, the publication of which, according to a recent telegram, has been suspended, is a very venerable patriarch among newspapers, says the Westminster Gazette, since it is said to have made its first appearance something like 1000 years ago; but it is not, as is often stated, the oldest journal in the world.

This distinction belongs to the Tsing-Pao (or Pekin News), which was founded nearly 12 centuries ago, and was venerable when its younger rival, the Gazette, was cradled. Indeed, Mr. Huart, French Consul at Canton, claims a still earlier birth for the News, which, he says, was founded early in the sixth century, 800 years before a newspaper was known in Europe.

The Tsing-Pao, which is the Times of China, now appears as a book of 24 pages, octavo size, tied in a yellow cover by two knots of rice paper, and its price is about 20 cents a month. This is the edition de luxe, officially recognized by the Emperor; there is also a popular edition.

The mines of the world employ 5,000,000 persons and more than one-third of them are in the British empire.

Home News.

A seat on the New York Stock Exchange sold for \$60,000, the lowest price recorded since 1904.

It was announced at Milwaukee that \$18,500 was stolen from the United States Express Company's office there.

So eased has become the financial situation in New York that banks have begun shipping currency to interior correspondents.

More than 7000 tenement dwellers in New York have been ordered to move within two weeks to make way for the terminal of the Williamsburg bridge.

With an eagle quill pen, President Roosevelt at 10 o'clock on November 16 signed the proclamation that made Indian Territory and Oklahoma a State of the Union.

Plans for a dam across Niagara, just above the falls, were placed before the International Waterways Commission at Buffalo, the object being to restore the lake levels.

John D. Rockefeller gave himself a Thanksgiving day present of \$2,476,920, when the Standard Oil Company declared its regular quarterly dividend of \$10 a share, payable November 26.

In twenty years the timber supply of the United States will be exhausted if the present rate of cutting is continued, declared Gifford Pinchot, the Government forester. Mr. Pinchot has just returned from a six months' inspection trip of Government and private preserves, in the course of which he traveled 10,000 miles.

In spite of the insistence in certain quarters that it is responsible for the flurry in Wall street, with echoes in other parts of the country, the Administration is proceeding with its plans, according to high authorities at Washington, D. C., for prosecution of the Harriman roads for alleged infringements of the law.

Bernard McFadden, editor of the magazine called Physical Culture, who was convicted of violating the postal laws by sending obscene literature through the mails, was sentenced by Judge Lanning in the United States District Court to serve two years at hard labor in the New Jersey State prison and pay a fine of \$2000.

Now that the danger of panic is held to be dissipated, the Treasury officials are expressing in unequivocal terms their dissatisfaction with the manner in which the national banks have acted during the stringency. It is intimated that the banks have not done the fair thing toward either the Treasury or the communities in which they do business.

All work has been ordered stopped on the railroad to Eureka, Cal. Such was the announcement made recently by Captain A. H. Payson, President of the Northwestern Pacific. He received telegraphic instructions from the East, from financial headquarters of the Santa Fe and the Harriman lines, the joint owners of the road, to discontinue all construction.

Continued delay in the completion of the death house at the New Jersey State prison is likely to result in the electrocution of five men on the same day, some time during the week of December 16. Three of them were to have been put to death during the week of December 8 and the other two later, but the house and its death chair will not be ready until the middle of next month, and it is likely that all five will be executed at the same time.

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Lehtonen, Hans Vibrok, Carl
Larsen, Julius Larsen, Hans
Lyster, W. M. Zonig, Oskar
Lundkvist, Karl Young, Peter

Pacific Coast Marine.

The schooner Lillebonne arrived at San Francisco on November 18, minus her masts, having sailed a long distance under a jury rig. She made the trip from Nelson's Lagoon in 32 days.

The barkentine Puako arrived at Newcastle, Australia, November 12, after a very quick passage of forty-nine days from San Pedro. The Puako will load a cargo of coal at Newcastle for Hind, Rolph & Co. of San Francisco.

Word has been received at Mare Island to the effect that the cruiser New York will arrive about December 10 from the Atlantic Coast. The cruiser is now said to be sailing north from the Central American coast. The New York is to be repaired at Mare Island.

By order of the United States Commission of Sea and Shore Fisheries, a carload of lobster fry from the Government hatcheries at Boothbay, Me., were shipped to the Pacific Coast recently for the first experiment in breeding Maine lobsters in the Pacific. Maine lobster men regard the experiment with some doubt.

The steam whaler Tyee Jr., built by the Moran Shipyards for Messrs. Barnesen, Hibbard & Co., found no whales to hunt, and will come south for the winter. Next spring another effort will be made. In consequence of the Tyee's failure to find whales, the station established at Admiralty Island, near Sitka, has been closed down.

Negotiations are on foot between the Cunard line and the Grand Trunk Railroad of Canada for joint handling of Canadian passengers and freight traffic. The statement contemplates running a line of Cunard steamers direct from Liverpool to Canada and a Cunard line service from the Pacific Coast to Japan, China and Australia.

The Norwegian steamship Admiral Borreson arrived at Honolulu on November 18 in distress. She was struck by a terrific tidal wave, probably following a submarine earthquake, November 2, when 2500 miles northwest of Honolulu. Her steel masts, stacks, rails, stanchions and upper works were carried away. Her escape from destruction is regarded as miraculous.

The Pacific Coast Steamship Company will move its offices from the Broadway dock at the end of the present month to Santa Maria building, at the corner of Drumm and California streets. The administration, freight, passenger and claim departments will be located in the new building, where also will be the offices of the vice-president, the manager and the general counsel.

The British steamer Strathendrick arrived at San Francisco on November 17, from Newport with a cargo of 5800 tons of coal consigned to the United States Government at Mare Island. The voyage was an unusually long one, consuming 101 days, but part of this overdue time was accounted for owing to the fact that the steamer had to put in at Valparaiso to have a mishap to her machinery repaired.

The navigation officer of the French cruiser Catinat, which will arrive at San Francisco in the course of a few weeks, has reported to Washington, under date of July 31st, that the wreck of a three-masted sailing ship lies high and dry on Middleton reef, in the South Pacific Ocean. The position of the wreck on the reef is not stated. Middleton reef lies about 300 miles east of Australia and is between Australia and the Fiji Islands.

The Mare Island (Cal.) Yard has now become a great naval supply station for the Pacific. Material and supplies are now being furnished not only to the ships of the fleet, but to the Naval Station at Puget Sound, the Wireless Stations, Training Stations and the Pacific Stations at Honolulu, Guam, Tutuila and Cavite. A new storehouse is to be erected at the yard in the near future, owing to the increased business in this department.

The United States revenue cutter Thetis, Captain A. J. Henderson, which recently returned from a tour in the Arctic Ocean, will remain on Puget Sound during the winter months with headquarters at Port Townsend. The cutter will be kept available to render aid in the event of shipwrecks this winter. The Thetis is specially constructed to withstand rough weather and may be expected to render a good account of herself if emergency arises in the coming rough season.

Captain J. Elison of the steamer J. S. Higgins has reported to the Branch Hydrographic Office that at 1 p. m., November 16, the steam-schooner Berkeley was six miles due south of Point Conception, bottom up, keel five feet out of water, propeller still attached; wind, strong northwest, long swell from westward, weather clear. Captain Elison had picked up the Berkeley eleven miles south of Point Conception and towed her for four hours. When he let go she was still holding together, and the captain thinks she will float.

A libel against E. J. Dodge Company, the alleged principal owners in the steam-schooners South Bay and Vanguard, was filed in the United States District Court on November 18, by A. Jacobsen and Oscar Stohl, who were seamen on the South Bay in July last. They claim the amount of \$50 each as their share in the salvage of the Vanguard which, on the evening of July

20th, was spoken in a disabled condition with a disabled crank shaft sixty miles west of Point Arena. It is alleged that the master of the Vanguard agreed to pay the master of the South Bay \$2000 for towing him to San Francisco and that, although this tow was successfully made, the libelants claim that they have never seen any part of the salvage money.

Balfour, Guthrie & Co. have added to the list of their charters for the season the British steamer Franklyn, 3161 tons. The Franklyn arrived at San Francisco on November 19, with 6200 tons of coal from Moji, Japan, and has been engaged at 35s. to carry wheat from Puget Sound or Portland to the United Kingdom, Havre, Antwerp or Dunkirk. The British steamer Tottenham, 2942 tons, which put in here for fuel on her way up the coast from Guaymas, has been chartered by the Pacific Lumber Company to carry lumber from Portland to the Orient. G. W. McNear has chartered the schooner Susie M. Plummer, 808 tons, now at Gray's Harbor, to take lumber thence to Guaymas or Mazatlan.

Five big steamers have been chartered and possibly ten in all will soon be running in the new line of steamers that will be operated between the Pacific Coast and Australia and New Zealand. Mail contracts have been closed, guaranteeing a monthly service from San Francisco, and an official schedule, showing sailing dates twenty-eight days apart, has been issued by the managing agents. The first ship of what has been organized into a line was the Aeon, which left San Francisco on October 25. The five ships which have been already chartered for this service are part of the large fleet owned by the Howard Smith Company, Limited, of London, England, which owns twenty steamers. The five ships chartered are under the control of Frank Waterhouse & Co., as managing agents, and they declare that five more will soon be added.

The Bureau of Yards and Docks asks \$786,800 for improvements at Mare Island next year. The principal item is \$385,000 for a central power plant. The yard is now purchasing its power from an outside power company. For a concrete and steel storehouse \$100,000 is asked; storehouse for boats, \$50,000; naval prison extension, \$30,000; medical storehouse, \$30,000; extension of building, \$29,000; quay wall extension, \$50,000; repairs to quay wall, \$6700; grading and paving extension, \$25,000; railway system extension, \$10,000; sewer extension, \$10,000; improvement of channel, \$20,000. The full improvement of the channel is estimated to cost \$350,000. Two million dollars is asked for a new dock at Puget Sound. The expenditures during the year at Mare Island were \$545,092.86. The expenditures at Puget Sound during the year were \$329,455.52.

The announcement has been made that the United States has obtained from Mexico the right to maintain a coaling station in Magdalena Bay, in Lower California. Magdalena Bay is a point of great strategic value, and with a coaling station there, another at San Diego, one at San Francisco, and one at Seattle, this country will be well provided with coaling facilities for its fleets along the Pacific seaboard. For some years Magdalena Bay has been used by ships of the United States Navy for purposes of target practice. Its desirability as a coaling station has been recognized by the Navy Department, and one of the objects of Secretary Root's recent visit to Mexico was to discuss with the Mexican Government a project to acquire the necessary rights. Mexico has agreed to grant these, in exchange for a like concession from the United States.

After a voyage of 16,467 miles the steam schooner Minnie E. Kelton arrived at San Francisco from Milwaukee on November 9. The Minnie E. Kelton has been brought over for the Tillamook Navigation Company and will go into the coastwise lumber trade. She left Milwaukee April 13 and Montreal May 28. On June 14 her boilers began to leak and Captain McKenna put into North Sydney for repairs. North Sydney was left June 18 and a direct course was steered for the Straits of Magellan. When eighty-five miles southeast of Santos, Brazil, July 19, the main propeller shaft broke, and in order to save salvage Captain McKenna took her under her own sails to Santos. Repairs were effected after six weeks' work and the little vessel left Santos September 11. The Minnie E. Kelton has a crew of twenty-eight men and is capable of carrying 800,000 feet of lumber. She brought a cargo of bunker coal only.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail, - \$2.00 | Six months, - - - - \$1.00
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Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East street, San Francisco.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 27, 1907.

OUR ANNUAL CONVENTION.

On next Monday, December 2, the chosen representatives of the organized seamen of the United States and Canada will gather in Chicago, Ill., and the twelfth annual convention of the International Seamen's Union of America will be called to order by President Penje. This year's convention will be a memorable gathering in more than one respect. It will be the first time in the history of the International Union that all the branches of the seafaring craft from the Atlantic Coast, the Great Lakes and the Pacific Coast will be represented at the convention. The sailors, firemen, cooks and stewards of the American merchant marine are now united in one organization and bound to each other by the most natural of all bonds—mutual interests and the mutual desire to elevate the seafaring craft. The holding of this year's convention in Chicago is particularly fitting, because Chicago was the city where a small band of seamen's delegates met the first time in April, 1892, for the avowed purpose of organizing a National Seamen's Union of America. The first constitution of the National Union was drafted in Chicago fifteen years ago, and although that dear old constitution, which is the real declaration of independence of the seamen of America, has been revised and amended year after year to meet changed conditions, the fundamental principles embodied therein read the same to-day as when they were written fifteen years past.

Truly, the pioneers of our national and international movement builded better than they knew, for the grand and powerful organization that will meet in the city of its birth on Monday next is, at the end of only fifteen years of development and growth, recognized as one of the strongest of the national trade unions of America, and easily the most powerful and influential national seamen's union of the world.

The convention has much work mapped out for it, and the character of the delegates who have been chosen by their respective unions because of particular fitness

is sufficient guaranty that the various questions to be acted upon will receive careful consideration.

THE JOURNAL, on behalf of the organized seamen of America, extends greetings to the Chicago convention and fervently hopes that the deliberations of the delegates will be guided by the spirits of the departed heroes who have given their very lives for the Brotherhood of the Sea.

THE PLIMSOLL MARK.

The annual report of Lloyd's Register of Shipping, just issued, contains many items of interest to seafarers, but there is one statement in particular which again demonstrates that, while much needed maritime reforms are very slow in coming, they do come as sure as the world "do move."

The British load-line, better known as the Plimsoll Mark, went into effect with the passage by Parliament of the Merchant Shipping Act of 1876. This act made the use of the Plimsoll Mark compulsory on all British sea-going vessels and required its position to be fixed, not by shipowners, but by the Board of Trade.

Since then, although the subject has been considered by the legislative bodies of many countries, not one nation has followed the example of Great Britain, until now Germany is about to fall in line with the march of progress.

The report of Lloyd's has the following reference to the matter:

As was announced in Parliament towards the end of last session, negotiations have been in progress for some time between the British and German Governments on the subject of their respective load line regulations. The amended Tables of Freeboard adopted by the Board of Trade in 1906 were communicated to the German Government, and they suggested that a conference of representatives of the two countries should be held at Hamburg on the subject. The committee were pleased, in response to a request received from the Board of Trade, to appoint two representatives to serve on a conference of the various Freeboard Assigning Authorities which was held on this subject in April last, and the German Government having been duly informed of the result of their deliberations, definite arrangements have been made for a conference between the German and British representatives at Hamburg towards the end of October.

The committee are glad to know that the British and German Freeboard Tables nearly approximate in practical results, the differences being not very marked as regards the types of vessels forming the most numerous class, and it is earnestly to be hoped that the result of the present negotiations will be the assimilation of the respective regulations so as to permit of the mutual recognition of the load line certificates issued by both countries.

The settlement of this important matter between two great Maritime Nations like Great Britain and Germany—which is so much to be desired in the interests of the shipping communities of both countries—will mark the first great step in the direction of an international agreement upon the subject of freeboard, which has so important a bearing on the safety of life and property at sea.

The conference arranged for by the respective Governments took place at Hamburg during the end of October. There were present eight representatives from Great Britain and a like number from Germany, and a practical agreement was reached whereby the respective Governments will recognize the load line certificates issued by each other.

The new regulations will not be enforced in full against German vessels now afloat, but must be rigidly adhered to by all vessels built after January 1, 1909. Of course, the agreement arrived at will have to be ratified by both Governments before it goes in effect, but it is believed this will be done without any further delay.

Now that Germany has followed Great

Britain's example and taken steps to protect life and property at sea by preventing criminal overloading of vessels, it is to be hoped that our own country will be next in line to adopt the load-line and thus hasten the coming of an international agreement which will provide for the universal adoption of the Plimsoll Mark by all maritime nations.

A new law goes into force which compels British shipowners to give the Board of Trade an account of the wages due deserters. Wages left behind by deserting seamen go to the Crown. A great temptation is removed from shipowners and shipmasters, as it often paid best to get the crews to desert, especially on the Pacific Coast. Now abolish the advance note, John Bull, and give seamen a chance to live.

It is, indeed, a pleasure to note the publication of such items as the above in the Sailors' Magazine. Although our esteemed contemporary's principal aim is to save the souls of the men who go to sea for a livelihood, it is also interested in the material welfare of seamen, as evinced by its suggestion to John Bull, to put the British seamen on an equal footing with American seamen. In this connection it may be said that the organized seamen of America fought for and secured the abolition of the advance note in the face of tremendous and powerful opposition. Since then, the justice of the seamen's contention has been universally recognized.

With the issue of November 2, our esteemed contemporary, Der Seemann, of Hamburg, Germany, celebrated its tenth anniversary. In 1897 the seamen's union of Hamburg went through a bitter struggle for a slight increase in wages, and the need of a journal to espouse the cause of the strikers gave birth to Der Seemann. During its infancy Der Seemann was owned and published by the local seamen's union of Hamburg. On November 15, 1897, steps were taken for the formation of the National German Seamen's Union and on February 1, 1898, Der Seemann became the property and the official organ of the National Seamen's Union of Germany. Our contemporary has now passed out of its first decade and we wish it continued success and more power and increased usefulness as the mouthpiece of the organized seamen of Germany.

Andrew Furuseth, Secretary of the Sailors' Union of the Pacific, who was one of the delegates of the International Seamen's Union of America at the Norfolk convention of the American Federation of Labor, has been elected by the latter organization as a fraternal delegate to the Forty-first Annual Trade-Union Congress of Great Britain. The Congress will convene at Nottingham on September 7, 1908.

The San Francisco Labor Council has adopted resolutions calling upon the Congressmen of the State, and particularly those from the fourth and fifth Congressional districts, to do all in their power to defeat labor's enemy, Mr. Joseph G. Cannon, for re-election as Speaker of the House of Representatives.

Seamen and others who purchase oil-clothing should insist upon getting the brand bearing the union label of the United Garment Workers of America. It can be had if you insist upon getting it and it costs no more than the non-union brands.

FISHERMEN'S CONFERENCE.

(Continued from Page 2.)

The constitution was then read section by section and the following amendments carried:

In Section 1, word "American" was stricken out.
In Section 9 after words "\$2.00" was added "nor more than \$10.00."

In Section 13 the words "January 1st to December 31st" were stricken out and the words "conference to conference" inserted.

In Section 19, sentence commencing with "In transferring a member" and ending with "month paid for" was stricken out and the following inserted: "A member in good standing in another local, or having a retiring card from a local, shall be given a clear book of the local he transfers to, paying his dues at the rate of the local he enters. If a transferring member has paid his dues in advance in his old local, the old local shall give him credit for the amount he paid in advance, when such member returns to jurisdiction of old local."

Section 25 was amended by striking out the word "and" beginning of line 3, and inserting in same line after word "Board" the words "and the Banking Committee."

In Section 26, page 6, in line 5 the words "\$500.00" were stricken out and the words "\$1200.00" inserted. In lines 7 and 8, the words "Executive Board" were stricken out and the words "Banking Committee" inserted.

To Section 27 was added: "It shall keep a full and accurate record of its proceedings and submit an annual report to the conference."

Section 29 was stricken out.

Section 30 to read Section 29.

Section 29 was then amended by inserting in line 8 after the words "instructs him" the following: "If no meeting of any local can be held within time specified for referendum vote, then the Executive Officers of such local shall instruct the Secretary how to vote."

To close of Section 29 was added "In casting their votes on any matter submitted to the Executive Board, each member of the Board shall cast as many votes as provided in this section."

Banking Committee.

Section 30. The Banking Committee shall be composed of five members chosen from the delegates at each conference. Vacancies in the Banking Committee shall be filled by the Executive Board. The signatures of the Banking Committee and a copy of this constitution shall be filed with the bank or banks in which any money of this organization over and above \$800.00 is deposited. The signatures of the full Banking Committee shall be necessary and is the only authority by which such money can be withdrawn. The Secretary shall furnish the bank or banks in which such money is deposited the names of its members and their signatures.

Constitution then adopted as a whole as read and amended.

Report from Locals.

I. N. Hylen for Alaska Fishermen's Union stated union is steadily gaining in strength. This spring an increase of 20 per cent was gained by the fishermen of Bering Sea, beachmen receiving \$25.00 more. A fair increase was also secured for members in Southeastern Alaska. Main efforts of the union now directed for abolition of traps in Wood and Nushagak Rivers, and to bring the fishermen under the full protection of the maritime law.

H. M. Lorntsen read the following report: The Columbia River local can not report that it accomplished all that it set out to do ten months ago; it has, however, improved some, financially and in numbers. Our membership is over 500 in good standing and our cash on hand is about \$800.00, with property to the value of about \$4000. On account of poor fishing and a great deal of time spent on getting a certain fish-trap removed our number of members does not come up to what it ought to be and what we expected, but it is very hard to get men to join a union of any kind when they can not earn their board while working. Our gain has been very slow, we will admit, but a foundation is laid and we think a year from now that nothing less than 1000 members in good standing will be reported. We hope that the Columbia River local will some day take its proper place in the United Fishermen and do as it did in its days of prosperity, help every one in need and fully protect its members. During the last session of our Legislature we kept two men at Salem looking out for the interests of the fishing industry first, and other measures for the betterment of the laboring men second. House Bill No. 400, a measure to take away one-quarter of our fishing season from our men or between \$200,000 and \$250,000, was introduced by our enemy. It passed the House but we succeeded in defeating it in the Senate, after a very hard struggle.

Preparations to bring a measure before the voters of Oregon next June to have all fishing for commercial purposes above tide water on the Columbia River prohibited, have been commenced and we trust it will be finished to our satisfaction.

Range lights on the Jetty Sand, Sand Island and Fort Columbia wharf have been maintained and some snags pulled.

The suit instituted against four fish-traps located between Point Ellice and the North Shore Cannery is not settled, but none of these traps fished last season.

The question of sending and paying for a dele-

gate to the I. S. U. of A. Convention to be held in Chicago next December, same as the Alaska Local No. 1 did, came up in our October meeting. The necessity of full representation at the convention we readily can see, but our finances will not permit the amount required. We are, however, willing to assist the United Fishermen to the amount of \$100 should it be needed toward defraying the expenses of a third delegate.

We acknowledge the good work done on the Columbia River through Comrade Rosenberg's efforts and extend to you our thanks for same, at the same time trusting that it will continue.

Our aim has been and always will be, "Every fisherman on the Pacific in a local, and every local in the United Fishermen of the Pacific."

Columbia River Local No. 2, U. F. P.

H. M. LORNTSEN,
Secretary.

C. Bevis reported for LaConner local that the Union is prosperous, the members loyal, because, since organization, material benefits have been gained by them. The example of the LaConner men has aided the Skagit men to organize and next in line is the Nooksack.

J. H. Davis of LaConner reported, had by request of Secretary Rosenberg, gone to the Skagit and succeeded in getting them to come into the United Fishermen. Prior to that he had succeeded in getting them together in a purely local union. Since they organized they have secured a better price for their fish.

Christ Johnson for the Duwamish also stated organization has materially helped them.

Chas. Pratt for the Halibut Fishermen's local stated the Union was in its infancy, but was nearing the 300 membership mark and is steadily growing. The increase gained by the fishermen of the San Juan Fish Company has encouraged the halibut men. Next that Union will try to get the codfishermen to likewise join it.

Some discussion arose as to the advisability of the codfishermen joining the halibut fishermen's local. Motion carried that the conference favors the union of the codfishermen with the halibut fishermen.

P. McNally reported for the Grays Harbor local that the Union is in good shape. While they lost half of the season through a strike, they gained a better price, and the prospects for next season are good.

Nomination and Election of Officers.

Ed. Rosenberg was elected Secretary-Treasurer, his salary to continue as last year.

I. N. Hylen, H. M. Lorntsen, H. Goranson, P. McNally and Christ Johnson were elected on the Banking Committee.

I. N. Hylen and Ed. Rosenberg were elected delegates to the Chicago Convention of the International Seamen's Union of America.

New Business.

The following resolutions were read, adopted and copies ordered sent to the parties mentioned in same:

Whereas, Master Fish Warden H. G. Van Dusen, of Oregon, and State Fish Commissioner John H. Riseland of Washington, have, with fairness and zeal enforced our laws for the protection of our fisheries; therefore be it

Resolved, By the delegates to this third annual conference of the United Fishermen of the Pacific, that we fully appreciate this good work of these officials, and extend to them our sincere thanks for the efficient execution of their duties.

The following resolutions were likewise adopted and ordered sent to Senator Fulton.

Whereas, United States Senator C. W. Fulton has during the last year lent his great political influence and knowledge in helping the Columbia River fishermen in their efforts to preserve the salmon of that river, also in assisting the Alaska fishermen in their present fight to close the Wood and Nushagak Rivers, Bristol Bay, Alaska, to trap fishing, therefore be it

Resolved, By the delegates to the third annual conference of the United Fishermen of the Pacific, that we hereby express our appreciation to Senator Fulton for his valuable aid to our efforts in preserving the fisheries of this Coast and Alaska to this and future generations.

Motion carried that the Executive Board stands instructed to take such steps in pledging political candidates for our legislative measures as the committee may deem advisable.

Astoria and Seattle were nominated as places for the holding of the next conference. Seattle was selected.

The second Tuesday in November, 1908, was set as conference date.

The conference then adjourned sine die at 7 p. m. on November 8.

The Army transport Crook, which left a few days ago for the Philippines, via Honolulu and Guam, took a large consignment of Christmas presents to the islands. About 900 parcels in all were on board. The Crook departed promptly on schedule time, crowded with passengers, among whom were Miss Hemphill, daughter of Admiral Hemphill, U. S. N.; Captain Abraham Bickham of the quartermasters' department at Manila, and Miss M. Pershing, sister of General J. J. Pershing.

Demand the union label on all products.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 25, 1907.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman presiding. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to two members of the crew of the steam-schooner Berkeley. Martin Hunter was elected Second Patrolman pro tem.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Nov. 16, 1907.

Shipping dull; prospects good.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Nov. 18, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 18, 1907.

Shipping and prospects fair.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Nov. 18, 1907.

Shipping slack; prospects uncertain.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Nov. 18, 1907.

Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 18, 1907.

No minutes.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 18, 1907.

Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 21, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping medium. Balloting for officers was proceeded with. The Shipwreck Benefit was ordered paid to J. A. Eckeborn, wrecked on the steam-schooner Berkeley, and Thomas Seeley, wrecked on the steamer Ohio. Eugene Burke and Leonard Norkgauer were elected delegates to the convention of the I. U. S. of A.

EUGENE STEIDLE, Secretary.

53 Steuart St.

Seattle Agency, Nov. 14, 1907.

Shipping fair.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Nov. 14, 1907.

Shipping and prospects very poor.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Nov. 18, 1907.

Shipping fair.

WM. PENJE, Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Nov. 19, 1907.

Situation fair.

R. H. WALKER, Secretary.
55 Main St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Nov. 14, 1907.

Shipping dull on account of Engineers' strike.

DANIEL SULLIVAN, Secretary.
15 Union St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Nov. 19, 1907.

Shipping good.

JOHN THORMER, Sec'y pro tem.
1½A Lewis St.

DIED.

Thos. Rampanen, No. 530, a native of Finland, age 35, died at Wiborg, Finland, Dec. 25, 1906.

Oiaf Thorsen, No. 489, a native of Norway, age 37, died at Bellingham, Wash., Nov. 9, 1907.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



VALUE OF LAKE FLEET.

In his annual report in which he appeals for more extensive river and harbor improvements, Gen. Mackenzie, chief of engineers, says:

"The Lakes must be properly considered the right-of-way, under government ownership, of the great transportation system. The private investment in American vessels is upward of \$125,000,000, and in terminal docks and facilities many millions more. This waterway permitted the movement of freight last year aggregating over 75,000,000 tons, at a cost of one-third rail rates, netting the nation in dividends, or savings, over \$100,000,000 in the past year, which yearly saving is in excess of the nation's total investment in exploring and improving the right-of-way. The large commercial interest involved and the profitableness of waterways to the nation, and their great area and length of trackage, warrant a full engineering organization to explore, improve and maintain them."

Most of the chief engineer's recommendations consist of approval of those made by the division engineers. Quite an extensive chapter is devoted to a discussion of the improvement of the connecting channels and canals between the Lakes. Under this head is included the St. Marys River, Hay Lake, St. Clair Flats Canal and Detroit River. The chief of engineers says that through the improvement of these channels it has been possible to increase the carrying capacity of freight steamers from about 8000 tons in 1900 to 13,000 tons in 1907.

The failure of the big steamer W. B. Kerr to get to the Superior dock at Ashtabula recently to unload her big cargo of ore was keenly regretted by the Ashtabula people. They disliked very much to see the great carrier leave port to deliver the big load of ore at a rival port. Consolation, however, is found in the prospects of better arrangements for next season at Ashtabula. Captain "Cotton" Atkinson, in a letter, writes that the little canal through which the boats have been obliged to go in getting to the Superior dock will be closed up during the winter, and a new opening made. This will give the big boats a straight shoot from the lake to the docks, and will allow the largest freighters on the Lakes to get to dock. It was thought that the big fellows could do so through the little canal, but the extra five feet in the length of the W. B. Kerr made quite a difference, as a result of which Ashtabula lost this great cargo.

The United States Lake Survey has recently issued a revised coast chart, No. 5, Lake Ontario, which covers the stretch of shore between Thirty-mile Point, N. Y., and a point five miles west of Port Dalhousie, Ont., showing also the lower Niagara River and the Lake Ontario end of the Welland Canal. This chart has heretofore appeared only as a black print, but the present edition is lithographed in colors to conform with the other charts of the Lake Survey series. The chart may be obtained from the Lake Survey office, old custom house, Detroit, Mich.

UNNECESSARY WHISTLING.

It has been decided by the local steamboat inspectors at Chicago that the playing of a steam calliope on the decks of the steamer City of South Haven while at her dock at Chicago, constitutes a violation of the rule against unnecessary whistling, which has been given considerable attention this season. Failure to stop the screeching of the noisemaker on the vessel resulted in the suspension of Captain F. A. Dority for thirty days.

Chicago legal lights in the city's law factory, and an attorney of the steamboat company, the Chicago-South Haven line, express the opinion that the calliope does not come within the scope of the rule bearing on the unnecessary shrieking of the steam whistle. Supervising Inspector Westcott, of Detroit, as yet, however, has received no notification of an appeal of the case.

It has been the custom of the company to touch off the calliope for the purpose of attracting patronage during the excursion season. The dock is in the business section of the city, and the noise has driven tenants of surrounding buildings to distraction.

NAMES FOR NEW STEAMERS.

Two big freighters are now building at the yards of the Toledo Shipbuilding Co., one of the Mutual Steamship Co., a G. A. Tomlinson corporation, and the other for L. C. Smith and H. S. Williamson. These boats are to be completed next spring. The Smith and Williamson boat will be named for John J. Dunn, and it is expected that she will be launched next week.

When these vessels are out of the way the shipbuilding company will begin the construction of a freighter on its own account. This boat will be 524 feet over all, 58 feet beam and 31 feet deep.

It has been decided to send the steamer Monroe C. Smith to Toledo for repairs after she unloads her coal cargo at South Chicago. The Smith was badly damaged in a recent collision with the steamer Reis.

LAKES NOTES.

The Dominion government has arranged to keep navigation on Lake Superior open until December 10. The United States lighthouse on Passage Island, near Port Arthur, will be kept going until then, Canada paying any extra expense. A telegram has been received from Washington agreeing to this. Every effort is being made to have as much of the wheat crop as possible moved before navigation closes.

C. P. Pitz, formerly second mate on the Cyprus, and sole survivor of the wreck, is now first mate on the Maruba under Captain Woodford.

After lying at the bottom of Lake Ontario, off Exhibition Park, for nearly a year, the steam barge Resolute was raised by the Reid Wrecking Company.

GROWTH OF GERMAN INDUSTRIES.

Lieutenant Godfrey L. Carden, of the United States Revenue Cutter service, who has been investigating the principal industrial centers of Belgium, Switzerland and Germany, with a party of American manufacturers and professors, went to Magdeburg recently. In the party are H. M. Leschen of A. Leschen & Sons of St. Louis, Clifford Egan of J. A. Fay, Egan & Co. of Cincinnati; L. H. Weber of Kansas City, Professor Clifford Coggins of the University of Colorado, and Professor Raynor Allen of the Massachusetts Institute of Technology. The two principal conclusions reached, in which all the members of the party agree, are the extraordinary prosperity and great industrial advance of Germany. All of the thirty-five works visited were crowded with orders, some of them being orders for years ahead. The Alsatian Construction Company of Mulhausen, employing 9000 persons, has orders until late in 1910. At Mulhausen the Americans found gas engines being constructed up to 3000 horse-power. Gas engines in America, Lieutenant Carden said, are regarded as in an experimental stage, but all over Europe, he added, gas engines had passed from experimental to practical use.

The Americans found that the Germans made great use of waste steam in ways unknown in America. Lieutenant Carden, who visited 350 German works in 1903 as a machinery expert for the St. Louis Exposition, said in the last four years the workshop efficiency here had increased almost 100 per cent, the manufacturers everywhere having applied American methods of getting the greatest work out of tools and machines. He found, however, that the Germans employed fewer American machine tools, most of those now in use having been made in Germany, although the highest class American tools are still imported.

The feeling among the manufacturers of the party was that the United States will experience difficulty in beating Germany and that the American superiority in systems of work and machinery of a few years ago has well nigh been overcome.

The Americans had heard many stories regarding the reluctance of German and other European manufacturers to admit Americans to their works, but only five out of about seventy-five manufacturers with whom the Americans corresponded declined to admit them, and in each case the refusal was based on special reasons. Usually, the Americans found a reception committee at the railroad station, with carriages, and were conducted to the works by the directors of the companies. The American flag was hoisted over the works during the Americans' stay there, and they were entertained at luncheon or taken to dinner.

From Magdeburg the American party will go to Hanover, where it will break up, Lieutenant Carden and Mr. Egan sailing for home on the French line steamer La Lorraine.—New York Tribune.

Demand the union label on all products.

SWEDEN'S MINES.

According to statistics recently published, about 4,500,000 metric tons (metric tonequals 2,204.62 pounds) of iron ore were produced in Sweden last year, and were taken out of 308 mines. Said production shows an increase of more than 130,000 tons over the quantity of ore quarried in the year 1905. Among the different iron-producing districts, the county of Norrbotten comes in the first place, with the county of Kopparberg as second. The aggregate value of all this iron amounts to more than 27,000,000 kroner (\$7,236,000). Of this sum, more than one-half, or somewhat more than 15,000,000 kroner (\$4,020,000), is represented by the Norrbotten ore fields. About 10,490 persons are employed in the iron mines and ore refineries. The production of pig iron amounted to more than 600,000 tons, with a stated value exceeding 45,000,000 kroner (\$12,060,000). For the production of forge iron and steel 97 works were in operation, against 99 in the previous year.

We knew before that the Swedish gold mines were not very rich; therefore we are not surprised to find that the gold produced in 1906 was only a little above 20 kilos (44 pounds), worth 50,500 kroner (\$13,534). All was obtained at the Falu copper works. The quantity of silver produced was 938 kilos (2,067.9 pounds), with a money value of 78,000 kroner (\$20,904), and the most of it was produced by the Sala silver works. The production of lead was about 700,000 kilos (1,543,220 pounds), worth 229,400 kroner (\$61,479). The yield of copper shows a slight decline and was 1,209,130 kilos (2,665,648 pounds), of a value exceeding 2,000,000 kroner (\$536,000). The quantity of zinc produced was 174,600 kilos (384,923 pounds), worth 104,760 kroner (\$28,076).

Twenty thousand dollars for a drop-shaped pearl scarf pin, \$15,000 for a pearl stud, \$4,900 for a coat fastener formed of a white bouton pearl with gold bar, \$850 for seven buttons en suite and \$750 for a pair of brilliant sleeve links—these are a few of the prices realized at the recent London sale of a noble marquis' jewels.

S. G. Stevens has invented an electric vibrator to be used in the ore pockets at upper Lake ports, to prevent ore from solidifying. It is hoped that this vibrator working in a pocket of ore will cause it to run freely, thus saving a lot of time and labor heretofore used in breaking up the ore in pockets.

The steamer Bavarian, of the Allan line, which was wrecked two years ago, has been sold at Quebec for \$65,000 as scrap iron.

CONNEAUT LETTER LIST.

The following mail will be returned to the Postoffice at Conneaut Harbor, December 1st, 1907, and can be obtained from there:

Busch, Arthur L.	Leonard, Paul
Cox, H. Ed.	Manus, Chester
Cass, James	Milko, Gerry
Clarke, Allen	McKay, Wm.
Dunnigan, Dennis	Norman, W.
Erlat, Frank	Olsen, Martin
Freitag, O.	Peterson, Fred
Hannah, Pat	Peterson, Wm.
Harvey, Ed.	Sanaker, Christian Y.
Halz, Robt.	Smith, Jno. F.
Johansen, Johan	Taylor, Jos.
Johansen, Daniel	Wright, Chas.
Kelly, Pat	Wuttanen, Wm.

INFORMATION WANTED.

Victor Koenen is requested to communicate with James Dyk, 32 Percy street, Paterson, New Jersey.

William Smith is requested to write to his sister, Mrs. Lot. Becks, at Mannsville, N. Y. Important!

Daniel Miley is requested to write to his mother, Mrs. Pat Miley, R. F. D. 2, Decker-ville.

John Murphy would like to hear from his brother, Dan Murphy, now on the Pacific Coast. Address John Murphy, 1244 Main street, Cleveland.

Dennis Dunnigan is requested to communicate with Attorney T. E. McLaughlin, at Wilkes-Barre, Pa., or W. H. Junkins, Conneaut, Ohio, and call for mail at Conneaut.

Mrs. T. A. Lathrop is making inquiry as to the whereabouts of her son, James Lathrop. Any one having any information regarding the same please communicate with Mrs. P. A. Lathrop, Mount Vernon, Wash.

Geo. F. Smith, 193 Pearl street, Hartford, Conn., inquires for his brother, James Smith, No. 15,040, Lake Seamen's Union. Anyone knowing the whereabouts of Brother Smith please communicate with above address.

Demand the union label on all products.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.	133 Clinton Street
	Telephone 240 South.
BUFFALO, N. Y.	55 Main Street
	Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.	87 Bridge Street
	Telephone 552.
CLEVELAND, O.	81 Main Street (Old Number)
	Telephone Bell West 351.
TOLEDO, O.	719 Summit Street
	Telephone Black 6081.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
AGENCIES.	
DETROIT, MICH.	7 Woodbridge Street, East
	Telephone 3742.
ASHLAND, WIS.	516 East Second Street
	Ashland Phone 1563.
SUPERIOR, WIS.	1721 North Third Street
	Telephone, Old Phone, 4428 L.
BAY CITY, MICH.	108 Third Street
OGDENSBURG, N. Y.	40 Ford Street
FT. WILLIAM, ONT., CANADA.	Box 235
KINGSTON, ONT., CANADA.	(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.	725 Quay Street
ERIE, PA.	107 East Third Street
	Telephone Bell 599 F.
CONNEAUT HARBOR, O.	922 Day Street
	Telephone Local 233.
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
	Telephone 1944 South Chicago.
SANDUSKY, O.	510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schlffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Flinch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Holst and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Lerch Bros., Baltimore, Md.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurburg Watch Case Company, Riverside, N. J.

Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

GEORGE WASHINGTON.

(Continued from Page 2.)

understandings of his. Nothing less than size No. 14, and heaven only knows how many double EE widths, would have sufficed in the shoe line of his traveling outfit. To begin with, he was at flatfooted as a New York policeman. Then, as already made clear, his feet required almost as much shoe in the rear as in front. Lastly, his toes spread out in a semi-circle like the spokes of a cartwheel, and the distance from the tip of the big toe to the tip of the little toe could not have been much less than nine or ten inches. This latter peculiarity was a source of much perturbation of spirit to him, for wherever he went around the deck those toes were sure to hook up with the nearest ringbolt, and then—

"Lawd ha' mussy," he would exclaim, tenderly stroking the injured toe and rolling his eyes till hardly anything but the whites showed, "Ah'd lak to cuss, an' ef Ah hadn't done got 'ligion Ah sho would cuss yo," shaking his huge black fist at the ringbolt. "Oi, yoi, yoi! Ah do declah mah h'a't's broke; but, bress de Lawd, Ah ain't gwine to cuss no doggone ringbolt to please Mistah Debil; no, sah."

And presently he would be as serene as ever; hustling the pots around in the galley and humming his favorite hymn, which ran somewhat he follows:

Go'n' git a match an' light dat lamp,
An' show me de way to de Baptis' camp;
Fo' dis yar ole niggah is monst'us black,
An' Ah wish Ah had mah money back.
Glory, hallelujah, holy Mose!

Ah went up yon to Heaben d'oder day,
But de do' was locked an' de key trun away;
An' Peter hollah till he wus lak to bust:
"Yo blame' ole niggah, git yo hai' cut fust."
Glory, hallelujah, holy Mose!

Den Ah met de debil on de railro' track,
But afore Ah catch him he done run back;
Fo' de catfish he sho am good to eat,
But a lil' fat chicken hit cain't be beat.
Glory, hallelujah, holy Mose!

And when he was dressed in all the glory of his best, Sunday-go-to-meeting clothes, those feet formed a part of the tout ensemble which could not fail to impress itself on anyone with an eye for the grotesquely bizarre in human clay. For George Washington was a stickler for the correct thing in clothes. All day long, on Sundays and holidays, he would appear on deck dressed in a frockcoat suit of funereal black, watch and chain, white shirt, collar, cuffs, necktie, a tall silk hat of the style and pattern worn by Daniel Webster—and barefooted! Thus attired, he presented a picture of fashion gone awry which, for ludicrous incongruity, I have never seen equaled off the vaudeville stage, if, indeed, there. Somehow I can't help wishing that he might have lived to march at the head of the Marine Cooks and Stewards' contingent in the Labor Day parade. He surely would have taken first prize as the most striking-looking man in the parade. But, alas, poor George Washington—well, everything in its proper sequence.

Captain Winthrop, the master of the Leprechaun, was a short, squat, red-faced man, of a sullen, morose disposition. He seldom spoke to anyone, and then only gruffly and

carpingly, as one whose liver has gone back on him. There seemed to be a sort of armed neutrality-entente between him and the mate, Mr. Macpherson, a quiet, gentlemanly man, but a thorough seaman. At any rate, it was a case of "we never speak as we pass by" with those two. The second mate was the only person on board with whom Captain Winthrop would deign to hold anything like a conversation, which fact may probably be satisfactorily explained by reference to the old saw anent "birds of a feather," etc. From the carpenter, who had sailed with him several voyages, I learned that though he was habitually a total abstainer from liquors, he would get off the waterwagon regularly once every voyage, and stay off for a week or so. When in his cups his naturally ugly temper would assert itself, to the imminent peril and discomfort of everyone on board, and none of his debauches had passed off without serious trouble. Only the voyage before the one I sailed with him he had, while on his periodical spree, run amuck with a revolver in each hand, and was only restrained from committing murder by the prompt action of the mate, who knocked him senseless with a handspike. Like a good many more men who become ferociously courageous while under the influence of liquor, he was, however, an arrant coward when sober, depending on his mates to do the "dirty work" which is usually carried on aboard ships commanded by masters of his stripe. It is almost a satisfaction, therefore, to be able to relate that he was some years later disemboweled by his Chinese steward and thrown overboard without the formality of a funeral.

It may be as well, perhaps, before going any further, to inform the readers of the JOURNAL that the Leprechaun was on a voyage from New York to Singapore with case-oil; from there to Batavia in ballast, and thence to the Delaware Breakwater for orders with coffee. Everything went along just about as might have been expected until late on our passage home. We lost our jibboom and fore topgallant mast in a hurricane off Mauritius, caught the usual quota of sharks, porpoises, dolphins, flyingfish, albatrosses, etc., and had one man washed overboard in a pampero off the River Plate. "Mistah Philistine," the second mate—whose real name, by the way, was Wilson—continued to be as quiet and inoffensive outwardly as a Dutch Quaker. Besides, he no doubt realized that in the event of trouble with the crew he could count on no backing from any of the afterguard, and he casually became aware one day of the fact that there was at least one man in the forecabin who, in a fair fight, could take his measure any day in the week.

It so happened that the Southeast Trades on the passage home were rather light, driving the vessel along at a rate of barely five knots an hour. The decks were, in consequence, quite dry; and so the carpenter was ordered to caulk the maindeck, a work which had long been put off. By the time we were abreast of Saint Helena about one-third of the deck had been caulked. That forenoon the starboard watch was put to work to scrape the pitch off the deck. I was standing on the rail with a drawbucket, hauling up water for the second mate, who was wetting the deck to keep the pitch from sticking. I noticed the carpenter aft on the

(Continued on Page 11.)

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Can be procured by seamen at
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also at the headquarters of the

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29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bor Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Charles Nelson, nicknamed Telephone Charlie, is inquired for by his brother, Axel Nelson. Address Sailors' Union of the Pacific, 44-46 East street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on this Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str., where important news is awaiting him.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

GEORGE WASHINGTON.

(Continued from Page 10.)

poop repairing one of the wheel gratings, and saw the old man come up from the cabin two or three times and speak to him, which was such an unusual proceeding that it set me wondering what could possibly be up. Presently the carpenter came forward for something or other. As he passed me he said, sotto voce:

"Stand from under; the old man is getting a load on him. Anyway, he can't do much harm this time. The mate's taken his revolvers away from him."

I did not at all relish the prospect; but as there was no way of evading the issue I made up my mind to follow "Chips'" advice and "stand from under" if possible. The master of a ship is a mighty big muck-a-muck in the eyes of the law, invested with more power over those under him than many a king has; and it's a wise sailor who knows his Handy Billy Book well enough to keep out of trouble with his captain.

Towards seven bells the steward came along with the dogbasket for the cabin dinner. He was followed to the break of the poop by Captain Winthrop, who steadied himself against the mizzen fiferail and took a survey of the work going on below on the maindeck. Aside from a deeper flush on his face than usual, and an unwonted gleam in his eyes, there were no particular signs of intoxication about him. Evidently he was a hardened old geezer who could carry a big load without evincing much distress. Something must have suggested itself to his mind at that moment as the looked-for casus belli, for I saw him strike his fist on the booby hatch in front of him and walk towards the poopladder. Presently he came stalking forward to the galley door, inside of which stood George Washington, busy cutting up a big chunk of salt junk which he had just pulled out of one of the coppers.

"Cook," he bellowed, "I've noticed that you're in the habit of making free with the men, an' allowing them to hang around this door an' chin with you. Now, don't let me catch you speaking to 'em again or, by God, I'll find a way to muzzle you. You keep your place after this—understand?"

George Washington looked dumfounded for a moment. Then he jumped out from the galley, in his excitement forgetting to put down the knife he had in his hand.

"Look a-heah, cap'n," he began, brandishing the knife by way of emphasizing his harangue, "Ah'se shoe gwine to speak to evahbody Ah want to. Abum Linkun he speak to po' man des lak he speak to rich man, an' de Lawd He done tole us He lub de po', and Ah'se sho gwine to do lak Abum Linkun an' de bresse' Lawd. 'Sides, ef yo meets me asho' yo won't 'cognize dis yar ole niggah, but ef one ob dem sailor boys sees me he'll holler: 'Hello, Geawge Wash-in'ton, ole spoht! How're you sagashiatin'? Have a drink?' Ah'se not gwine back on dem boys ef twenty cap'ns done tole me to; no, sah."

While he was speaking he backed the old man halfway around the main hatch by his threatening gestures, and just as he concluded, one of the old man's heels caught in a ringbolt and away he went, flat on his back. The second mate, with a heavy three-cornered deckscraper in his right hand, had been edging nearer and nearer to the pair during the spat. At the moment that the

old man tripped over the ringbolt he dealt George Washington a fearful blow on the back of the head with the point of the scraper, the blade sinking itself into the negro's skull right up to the handle. Without a sound the stricken man fell to the deck as limp as a rag, apparently dead. Not even a quiver was observable about him.

"Well done, Mr. Wilson!" cried the old man. "The black — — tried to murder me, I believe. I'll see that you get in no trouble over this."

Then, turning to us, he went on:

"Now, you are all witnesses to that the cook assaulted me with a knife, an' that Mr. Wilson here simply did his duty when he killed him. Carpenter, get the handcuffs and put on him, an' we'll put him away in the after lazarette for safekeeping till this afternoon, an' then bury him. Niggers have thick skulls, an' it may be that he isn't quite dead yet. If he should come to," with a meaning grin at the second mate, "an' find himself free he might go for you. Anyway, I'm not goin' to take any chances on that, so on with the nippers, Chips."

The carpenter did as he was told, the second mate lending him a hand.

"Lay hold of him, you fellows," he growled when the handcuffs were on, "an' carry him aft. I guess you ain't goin' to feed your faces quite so much after this as you have."

Sorrowfully we lifted the body of poor George Washington and carried him down into the after lazarette, where we deposited him on a pile of old sails. The mate had by this time come on deck with his sextant to take the sun, but as he had not been an eyewitness to the affair he made no comments just then. What explanation, if any, the captain and the second mate gave him I, of course, do not know. One thing we noticed, though, and that was the second mate's change of front to us, now that his bete noir, George Washington, was safely out of the way. His bucko nature had cropped out again, and we knew then that if we wanted peace on board during the remainder of the voyage we would have to complete the reform of him which George Washington had so nobly begun.

"Strike eight bells," I heard the skipper tell Jim Kennedy, my chum, who was at the wheel. Then, turning to the second mate, he went on:

"Keep your eye on that nigger down there while me an' Mr. Macpherson go below an' reckon her up. If he should come to, let me know, an' we'll string the black son of a — up to the mizzen stay. That'll put the fear of God in his dirty heart."

"Aye, aye, sir," the second mate responded. Peering down the open lazarette hatch into the semi-darkness below to make sure that everything down there was all right, he continued:

"No fear of him ever coming to life again, sir. He's as dead as a doornail, all right. Just look at that," handing the old man the scraper with which he had struck George Washington over the head.

"Yes, I know," said the skipper, critically feeling the edge of the scraper with his thumb; "but niggers ain't human, God damn 'em. They've skulls as thick as the skull of an ox. Anyway, if he doesn't come to in the meantime, we'll sew him up an' bury him after knocking-off time this evening. We can't afford to waste any workin' time on him."

As we walked forward the steward passed us out the mess kids from the galley and all hands went in to dinner, for there was no afternoon watch below on board the Lep-rechaun. I ate but little, the incidents of the last hour having, somehow, deprived me of appetite. After dinner I lit my pipe and went up on the fore-castle-head for a quiet smoke. The skipper and the mate were still below, either busy reckoning her up or else getting their dinner. The second mate was leaning against the after part of the cabin, his elbows resting on the top and his chin supported by his hands. I was wondering to myself how soon it would be before we would have trouble with him when, horror! I beheld the dusky form of George Washington rising slowly from the lazarette hatch just behind the second mate. Jim Kennedy told us afterward that he became tongue-tied from fright at the sight of the supposed apparition. I confess that I was pretty badly startled myself at what I saw. He still had the handcuffs on his wrists, but instead of having his hands behind his back as they were when we carried him aft he now had them in front of him. On the instant it flashed upon me that, as negroes have relatively much longer arms than white men have, when he regained consciousness he experienced but little difficulty in bringing his hands in front of him.

With a gliding, sinuous motion, the big negro sidled up to the unsuspecting second mate, threw his arms over the latter's head and shoulders, and squeezed him in a bear-hug that must have crushed some of the ribs of his victim. Then, with a savage Zulu war-whoop which reverberated all over the ship, he flung himself and his human burden over the rail and into the sea.

"Man overboard," I shouted at the top of my voice. "Put the wheel hard down, Jim."

In a jiffy all hands were on deck, and in a few minutes we had her braced up on the other tack, standing back over the course she had just traversed. For nearly an hour we kept tacking back and forth over the spot where the two men had disappeared, but never a sign of them could we see. At last the skipper bellowed out, savagely:

"To hell with the pair of 'em. Get the ship back on her course again, Mr. Macpherson."

And away he went below, where he stayed four days before sobering up, the carpenter meanwhile standing his watch.

The final act of George Washington's life, so greatly at variance with his ordinary, everyday demeanor and humble efforts to lead the higher life, I can only ascribe to the great loss of blood which he had just sustained, which must have weakened his none too well-balanced mind down to a point where the modicum of moral perception which he had imbibed at Jerry McAuley's Water Street Mission succumbed to the latent instincts of his race.

HAWSERLAID BILL.

Next year Washington's birthday, Memorial day and the Fourth of July all fall on Saturday, giving the public three "double holidays." Ordinarily these three do not fall on the same day, but by the intervention of February 29 next year Washington's birthday falls just fourteen weeks earlier than Memorial day, which regularly comes five weeks before the Fourth.

Demand the union label on all products.

World's Workers.

Automobile cabs in Berlin are now driven by women.

Of 17,247 members of Trade Unions forwarding returns to the Norwegian Central Bureau of Statistics, 154, or 0.9 per cent, were described as unemployed at the end of August.

The agreement between the pastoralists and the bush workers in Australia provides that no intoxicating liquor shall be brought on to a station during shearing season.

For refusing to shoot the peasantry who protested against the curse of landlordism in Roumania, 58 soldiers were tried for insubordination and sentenced to imprisonment for life.

The Australian Federated Stewards and Cooks' Union industrial agreement will shortly expire, and the union is now arranging matters respecting wages in view of a possible new agreement.

Branches of Trade Unions in the British shipbuilding industry with 57,159 members had 6,683 (or 11.7 per cent) unemployed at the end of September, as compared with 9.3 per cent at the end of August, and 6.5 per cent at the end of September, 1906.

At the annual conference of the South Australian Labor party, recently held, a motion was unanimously carried that the weight of wheat bags should be restricted to 200 pounds for organized workmen to hump. All over that weight to be carried by mules and non-unionists.

The first time in history that the British public ever asked Parliament for laws to protect women and children was in the year 1800, after an epidemic of fever among the underground workers. The protection which Parliament accorded was to restrict the hours of labor for children to twelve, and to set the age at nine years when a child might be employed. This action was the real beginning of organized protest on the part of the English unions against established customs.

The new Arbitration and Conciliation bill in New Zealand, proposed by the Minister for Labor, is meeting with the fiercest opposition from the unions. The Dunedin Trades and Labor Council says that "after a most exhaustive scrutiny of every detail of the bill, we have no hesitation in saying that this is the most cunningly devised, insidious, and dangerous measure, from the standpoint of the workers and the public well-being, which has ever been submitted to our House of Representatives, and to the people of New Zealand."

Returns received from certain selected British ports (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared) show that during September 43,102 seamen, of whom 41,129 (or 9.6 per cent) were foreigners, were shipped on foreign-going vessels. In ten cases there were increases, and in seven cases there were decreases, as compared with September, 1906. The largest increases were at Southampton and Liverpool. For the nine months ended September, 1907, the total number of seamen shipped was 371,655, or 18,048 more than during the corresponding period of 1906, chiefly accounted for by large increases at Southampton, Liverpool, Cardiff, Glasgow, and Middlesbrough. The Tyne Ports showed a considerable decrease. Lascars are not included in these figures.

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Andersen, Fritzof
Andersen, Geo. Chr.
Andersson, A.
Arras, Moritz
Behrens, Emil
Bjorkman, Chas.
Bluhm, Peter
Boose, Paul
Bauwens, Edmond
Benson, John T.
Bergh, Edw.
Dalton, Thomas H.
Eriksen, E.
Ehlers, Henry
Elyng, Gust
Engbrethsen, Daniel
Eliassen, O. E.
Frost, Hans
Goethe, Viktor B.
Larsen, F. -1113
Lyche, Harris M.
Lindeman, A.
Langvardt, Christian
Lang, G.
Le Fevre, Louis.
Lange, F.
Lettre, Honore
Maaek, Hans
Matson, Viknor
Marks, S. W.
Nelson, Chas.
Nilsen, Edvin
Nordstrom, Knut O
Nurmi, E. W. -865
Nurminen, J. V.
Olson, Andy -754
Olson, Albert
Olson, Olaf

Tacoma, Wash., Letter List.

Tonkin Monday
Ames, George
Anderson, Chas.
Anderson, Axel
Anderson, J.
Anderson, Albert H.
Bartels, Herman
Bosch, Hans
Carlson, Axel Aug.
Eidsvaag, Peter S.
Eliason, Carl
Erlund, Hans P.
Ekeland, Sigurd
Follis, Geo.
Guyader, Georges
Johannsson, K. J.
Johanson, Anton
Johansson, Frederick
Johansen, Hjalmar
Kalberg, William
Kolp, Otto
Kristensen, Jens
Lang, Gust
Lindroos, A. W.
Mattson, Emil
Mittenmeyer, J. F.
McGinlay, Patrick
Mulley, James
Nielsen, Jens
Olsen, Sigvald O.
Olsen, Martin
Rasmussen, Aklon
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Ahrens, A.
Akesson, H.
Alness, Johan
Allender, H.
Anderson, James
Anderson, H. M.
Anderson, W. -141
Anderson, A. -1520
Anderson, F.
Anderson, L. F. -735
Anderson, Andrew
Anderson, Chas.
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Aanonen, M.
Baxter, W. J.
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Baker, E.
Berge, H. M.
Beuilaque, O.
Bertelson, Alf.
Berg, Albert
Bernard, S.
Bee, C.
Bjork, A.
Billington, M.
Blanca, F.
Bjornholm, H.
Blomberg, G.
Blomquist, H.
Bohlman, W. -630
Brown, Jack
Bregning, Walter
Brant, Otto
Bylander, B.
Bunderson, J.
Buttgerit, L.
Carlson, M.
Carlson, Jacob
Carlson, Hans
Castineylo, M. P.
Cholard, E.
Christensen, Jens
Chevallier, V.
Cowd, C.
Dauberg, R.
Daugal, G.
Dinwood, J. H.
Dorecks, C.
Doran, E.
Eklund, P. H.
Ellingsen, H. -563
Ellingsen, M.
Englund, R.
Englund, L. F.
Englehardt, Edw.
Eriksen, Axel A.
Erling, Emil
Eriksen, Eneuald
Esterberg, Gustaf
Evensen, Arnt.
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Flynn, P.
Forslund, W.
Follis, Geo.
Fredricksen, Und.
Friscke, C.
Frankenberg, V.
Fredricksen, W.
Fyhn, Adolf
Gamber, Jas.
Garbers, H.
Garten, O. A.
Gartsen, F. J.
Garnier, L.
Gjabelsen, Gus.
Gent, A. C.
Ginstrom, F.
Gibbens, W. G.
Grocker, Otto
Gruncock, I.
Gundersen, Andreas
Gutman, A.
Gunther, M.
Gustafson, K.
Hagen, C.
Hayden, A.
Hakensen, J. -1602
Hansen, Pete
Haaersgaard, C. A.
Hansen, I. T.
Hansen, Maurin
Hardy, W.
Hansen, J. W.
Halvorsen, Martin
Hansen, H. C. P.
Hansen, Theo.
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Straten, W. Van
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Storr, W. T.
Steine, I. L.
Steen, Ivar
Stuhr, H. M.
Storness, A. O.
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Schneider, J.
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Pt. Townsend Letter List.

Ensbom, Carl R.
Eliassen, C. E.
Evans, Stanley
Grew, Jorgen
Helne, C.
Helms, William
Hartman, Karl
Knopff, Fritz

Larsen, Anton
Larsen, L. K.
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Labor News.

Labor journals have now a cir-
culation of 5,000,000 copies weekly in
the United States, and are still grow-
ing.White miners in Alaska have forc-
ibly driven out of the territory a num-
ber of Japanese imported by the mine-
owners.Labor Commissioner Ryder of Ne-
braska has announced that children
under 16 years of age must not ap-
pear behind the footlights in Ne-
braska. The State Child Labor Board
has decided that the law must be
rigidly enforced.A cut in the wages on the Southern
Pacific and the Pacific Electric Rail-
ways went into effect on November
11. The cut affects the section men
on both roads. Wages in this division
of the steam railroads are reduced
from \$1.25 to \$1 and on the Pacific
Electric from \$1.40 to \$1.15.The Southern Pacific Company has
discharged all its Hindoo laborers
who have been at work on the Suisun
roadmaster's district for the past few
months. Whether or not this action
was taken as a means of retrenchment
or simply to get rid of undesirable
labor has not been ascertained. The
foremen state that Hindoo labor,
while not desirable in many respects,
is preferable to Japanese labor.Fourteen hundred men are out of
employment and nearly 1000 are
working only part time, making a
total of 2900 men in Philadelphia, Pa.,
laid off because of the depression in
the carpet business. Some firms re-
port a loss of business as high as 80
per cent, and all are afraid to produce
any more carpets or woollens because
there is no call for their goods except
on longtime credit.An indication of the condition of the
labor market has been brought to
light in the office of the United States
Civil Service Commission at San
Francisco, where it is stated that until
a month ago advertisements for un-
skilled labor and for teamsters for
service at the Presidio met with no
response. About a month ago, how-
ever, the Commission advertised for
laborers, applications to be in before
November 8th, and since that time
there have been about 100 applications
a week and they are still coming in.The report from W. L. Mackenzie
King, Canadian Commissioner of La-
bor, to the Secretary of State says
final adjustment has been made of all
damage claims of the Japanese in
Vancouver in connection with the Sep-
tember riots. King has awarded dam-
ages totaling \$1775 on fifty-six claims
presented. The total amount asked
was \$13,500. The awards made are
satisfactory to the Japanese and a
check for the amount will be for-
warded by the financial department to
King and payment will be promptly
made.Six amendments have been made to
the Constitution of the International
Typographical Union by a referendum
vote of that organization. The first
amendment provides for relinquishing
jurisdiction over newspaper writers;
the second to increase the bond of the
Secretary-Treasurer from \$20,000 to
\$50,000; the third to increase the sal-
ary of the international President
from \$1800 to \$2000; the fourth to in-
crease the salary of the international
Secretary-Treasurer from \$1800 to
\$2000; the fifth to increase the burial
benefit from \$70 to \$75, and the sixth
to provide a pension of \$4 a week to
aged and superannuated members.

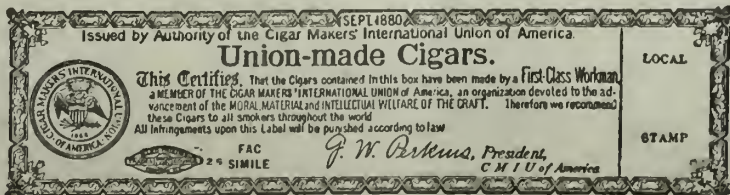
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News from Abroad.

A plot to kill Prince George of Serbia was frustrated.

Despite riots and protests, more Japanese are preparing to go to Vancouver.

Socialists were generally defeated in the British local elections on November 1.

Two Dominion Government officers arrived in New York to float \$20,000,000 in bonds.

The Marconi station at Siasconset, Mass., was destroyed by fire, the loss aggregating \$7000.

Former President Palma, of Cuba, declared himself in favor of American control of the island.

The new British torpedoboat destroyer Mohawk broke the speed record by making 34.3 knots an hour.

Paul Minow, a young epileptic, confessed in Berlin that he was the "ripper" who recently stabbed four little girls.

A fire of unknown origin at the Baltic Shipbuilding Yards at St. Petersburg, Russia, destroyed two gunboats and damaged several other vessels.

Mlle. Bazaine, goddaughter of the Empress Eugenie, was attacked aboard the liner Kronprinzessin Cecilie by a steward, who then jumped overboard.

The third Russian parliament was opened in the Tauride Palace at St. Petersburg on November 14, in the presence of Premier Stolypin and the cabinet, by M. Goluboff, Vice-President of the Council of the Empire.

The question of army reform was submitted to a plebiscite of the Swiss people, and by a vote of 300,000 to 250,000 a law was adopted increasing the term of service of conscripts and involving an extra expenditure of \$600,000 a year.

Congress is to be asked to prohibit the sale of liquor on rivers, lakes and coast waters under the control of the Government, it was decided at the National Women's Christian Temperance Union convention in Nashville.

Colonel Hodges, purchasing agent of the Isthmian Canal Commission, has received authority to contract for the delivery of twelve steel barges from the Newport News Shipbuilding and Drydock Company in the sum of \$282,000.

General Horce Porter, returned from the International Peace Conference at The Hague, declared that the success of the proposition advanced by the American delegates for a permanent international court is a great intellectual accomplishment.

Robert Caldwell, of Richmond, N. Y., testified in London that the fifth Earl of Portland and Thomas Charles Druce were one and the same, and that he helped to arrange a mock funeral of Druce, a coffin containing 200 pounds of lead having been buried.

Mrs. Ida Lewis Wilson, or Ida Lewis, as she is more popularly known, keeper of the Merriek lighthouse at the southern end of Newport harbor, has been again honored for bravery in saving lives in her term at that point. Andrew Carnegie has put her on his private list, insuring \$30 a month during her lifetime.

As in practically every other branch of the navy a great scarcity of men has been reported in the medical corps. Surgeon-General Rixey's annual report, issued recently, points out that there are many defects affecting the status and opportunities of medical officers which operate to create indifference to service in the navy by the medical profession.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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Aasen, Alfred
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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth Avenue, New York City.

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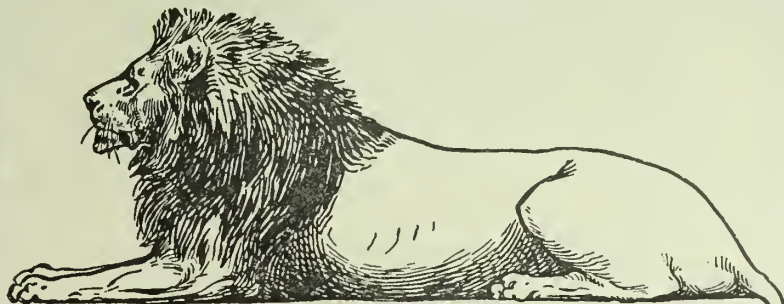
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Domestic and Naval.

It was announced in Paris that
Major Alfred Dreyfus had been
placed on the list of pensioners.

The schoolship Saratoga will be
sold by the Government to a Boston
man for \$3210, the highest bid for the
obsolete vessel.

Ocean freight rates, it was an-
nounced in New York, have advanced
from 10 to 20 per cent, and a further
rise is anticipated.

The Bureau of Navigation reports
that 109 vessels of 67,598 gross tons
were built in the United States and
officially numbered during the month
of October, 1907.

According to the London Shipping
Gazette there is a probability that the
Salvation Army will soon own several
trans-Atlantic steamers. The steam-
ers will be used in connection with
the Army's scheme for promoting
Canadian immigration.

Information has been received at
San Francisco from Vladivostok to
the effect that an American commis-
sion left there about October 25th on
the steamer Tungus for Olga bay to
inspect and survey the place with a
view to its use as an American base.

Arrangements for fitting out the big
Pacific fleet with provisions have been
completed and contracts let. The cost
of provisioning the fleet for the cruise
will be about \$375,000. This will feed
15,000 men for 100 days. Some in-
teresting and perhaps valuable experi-
ments will be made with the various
kinds of provisions incidental to the
voyage.

It is stated in shipping circles that
two British freighters have been
chartered in the London market for
the purpose of transporting Russian
steel rails for use in the construction
of extensions of one of the Harriman
lines into Mexico. The contract for
the rails was awarded to the Societe
Metallurgique Ruso-Belge, which
operates steel works on the Black
Sea.

After January 1, the "captain's
table" will cease to be on the express
steamers of the North German Lloyd
Company. Small tables are to replace
the time-honored long tables, includ-
ing the ones over which the captains
now preside. The reason for this
change is that transatlantic travel is
on such a big and important scale
nowadays that the captain must be re-
lieved from all unnecessary strain,
even conversational.

While bound out to Savannah, the
steamer City of Birmingham, of the
Ocean Steamship Company, struck a
ledge in the harbor of Boston on No-
vember 4 and sank in ten fathoms of
water about two miles below her
dock. The obstruction which caused
the disaster was encountered in the
channel known as the Middle Ground.
The steamer at once backed off into
deep water and immediately her en-
gine room flooded. Fifteen minutes
after striking she sank. The crew
got off safely in the boats.

The new Cunard liner Mauretania,
sister ship of the record-breaking
Lusitania, it is announced, will sail on
her maiden trip to New York on No-
vember 16th. The Mauretania ex-
ceeds the Lusitania by a few inches
in length and about 300 tons in gross
tonnage, but otherwise is practically
of the same size as her sister ship.
The builders, however, believe that
the Mauretania will be able to ex-
ceed the speed made by the Lusitania
and expect the new ship eventually to
capture all the records for transat-
lantic voyages.

With the Wits.

He Was Sized Up.—He—"It has always been my rule to spend as I go."

She—"Indeed; in that way I suppose you have saved considerable money?"
—Philadelphia Inquirer.

Landlord Knew Differently. —
"They say that Shifter is ten years ahead of his time."

"Well, it's not true. I'm his landlord, and I know he's just six months behind."—Exchange.

A Bump Ready For Jack.—Clara—"Jack intends to have all his own way when we are married."

Clara's Mamma—"Then why do you want to marry him?"

Clara—"To relieve his mind of a false impression."—Tit Bits.

Didn't Fit the Case.—"The poor you have with you always," the preacher quoted.

"Thar's whar you're mistaken," said the old man. "Fer the last six months my oldest boy has been drawin' on me from Texas."—Atlanta Constitution.

Timid.—Mr. Jones—"That young Snodgrass seems like one of the family."

His Only Daughter—"How, so, papa?"

Mr. Jones—"Why, he looks scared when your mother's anywhere near."—New York Mail.

Didn't Want to Stick Him. — "I actually believe," said Tess, "that some man is calling upon Miss Passay."

"The idea! What makes you think so?"

"I noticed that instead of fastening her belt with ordinary pins as she used to, she's now using safety pins."—Philadelphia Press.

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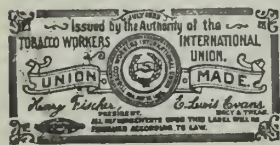
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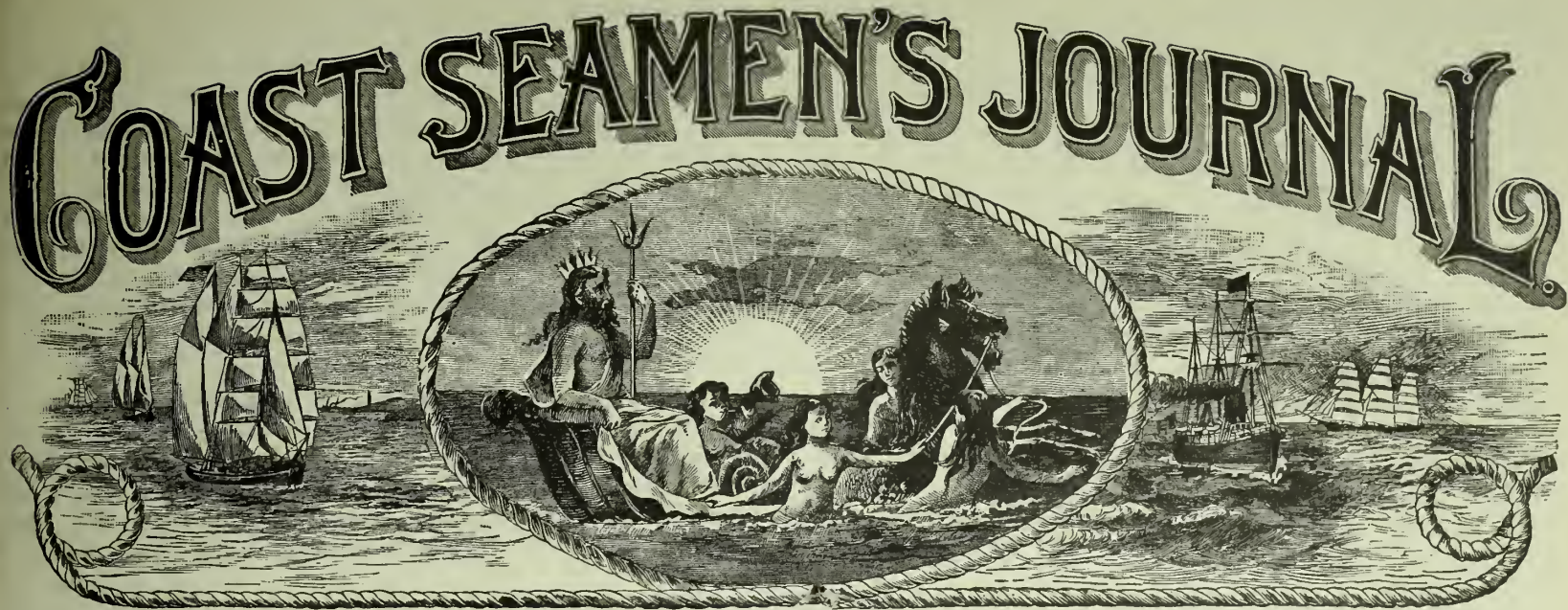
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 11.

SAN FRANCISCO, WEDNESDAY, DECEMBER 4, 1907.

Whole No. 1041.

PRESIDENT GOMPERS' REPORT.

THE Twenty-seventh Annual Convention of the American Federation of Labor was called to order by President Samuel Gompers in the Auditorium at the Jamestown Exposition, Norfolk, Va., on November 11, 1907.

Addresses of welcome were delivered by the Governor of Virginia, the Mayors of Norfolk and Newport News, the President of the Jamestown Exposition and the President of the Central Labor Union of Norfolk.

The Committee on Credentials submitted its report showing an attendance of 356 delegates.

President Gompers then read his report, which is a lengthy and exhaustive review of the labor movement for the past year. Following are excerpts from the report:

In obedience to the requirements of our laws I submit to you a report upon some of the more important matters which have transpired since our last convention. In it occurs such suggestions and recommendations which to my mind should receive your earnest consideration and action. Of course, you will appreciate the fact that it is impossible in an annual report such as this to deal with the multifarious questions which have transpired and the action taken thereon during the entire year. * * *

To this convention, representatives of America's toilers, permit me to extend to you a sincere and hearty welcome. The eyes of our fellow-workers and friends are directed toward our deliberations and actions. The labor movement of our country represents not only those who have by membership declared their comradeship with us, but also the millions who by force of circumstance momentarily yield their advantage of organization and fraternity, and and yet who yearn, hope and pray that our legislation may be wise and fruitful; that its influence and power may reach and protect them so that they may become brothers and sisters in the great fraternity of labor.

It may not be amiss to bear in mind that of all those who will have their attention directed to this convention, none will be more keen and alert than those who are either our open or covert antagonists. The so-called National Association of Manufacturers and industrial alliances, and "industrial workers," with their Pinkerton agencies, their legal lynxes and hirelings, are always on the qui vive and crouching to take advantage of and leap upon labor for any mistake which it may make. They will distort, misrepresent and exaggerate it, not only to the general public but to our own fellow-workers, to prejudice both against us, our movement and our cause. That our course, our conduct and our work may disappoint and confound them and bring enlightenment and encouragement to our fellows and our friends, is my most earnest wish.

Affiliated Organizations Extending.

During the last fiscal year we issued from the office of the American Federation of Labor 373 charters, as follows:

International unions	3
State federations	1
City central bodies	72

Local trade unions	204
Federal labor unions	93

Total

We have now affiliated to the American Federation of Labor the following:

International unions	117
State federations	37
City central bodies	574
Local trade and Federal labor unions.....	661

The international unions are made up of approximately 28,500 local unions.

Of course, it is known that the American Federation of Labor issues charters to such local unions only of which there is no international union of the trade or calling in existence. It must also be borne in mind that when local unions are organized for which there is even a remote kindredship to an existing international union, that applications to us for charters are denied, and turned over to the international union having the clearest jurisdiction. It is of greater importance to add to the strength of an international union than to have local unions directly affiliated to the American Federation of Labor.

The secretaries of 112 international unions report that they have issued from their respective organizations charters to 2,948 newly organized unions during the past year. There has been an increase in the membership in the organizations comprising our Federation of 188,373, during the same period. This leaves entirely out of account the forty thousand members of the brewery workers, formerly affiliated to our Federation.

Our State federations, and particularly our city central bodies, have increased in numbers, power and influence. They all have helped in the fullest in carrying on the great work of organizing and aiding in the common uplift of all our people. Upon them we must largely depend in enforcing the decisions and policies declared by the conventions of the American Federation of Labor. It is with pleasurable pride that it can be stated to their credit that now more than ever exist closer fraternal relations and more loyal support to the principles and purposes for which our great movement stands.

And of the local unions of affiliated international unions and those directly attached to our Federation, let me say that there is clearly manifest the spirit of fraternity and solidarity; the faithful effort not only to initiate but to carry to its fulfillment the work for the material, moral, political and social improvement of the toilers and of all our people. The great rank and file of organized labor in all its ramifications are earnestly engaged in the movement to bring betterment and light into not only their own homes but into the homes and lives of all. In the tremendous work for progress, brotherhood and civilization in which our entire movement is engaged none appreciates more than do I the great debt of gratitude we owe to the rank and file of the local unions. In the last analysis it must be realized that upon the membership of the local unions rests the responsibility for the success and perpetuity of our movement.

For about a year previous, and until the early part of 1907, there was a slight reaction from the growth of our movement. This is clearly shown in the reports made to the Minneapolis conven-

tion and the voting strength of the organizations affiliated. From reference to the increased membership and voting strength this year it will be seen that there has been a decided gain in organizations and membership, clearly demonstrating that our movement has recovered, and is again moving onward and forward for the more thorough organization of our fellow-workers.

In connection with this it may be well to call attention to the fact that there is a natural law of growth in the labor movement, a law that is not generally understood. When there is a falling off of membership, no matter how slight, our opponents point to it with satisfaction as an indication of disintegration or dissolution of the labor movement. The unthinking in our own ranks view it with alarm. The fact of the matter is that any temporary falling off in membership is due largely to the failure on the part of those organizations to adopt the means by which the members' best interests are safeguarded. After all, a better intelligence and a revived spirit of workmen soon demonstrate the necessity of organization to protect their best interests, and they soon return to their Alma Mater of the labor movement, the trade union. With this revived spirit the enthusiasm penetrates into the ranks of the unorganized, and these, together with the trend of events in industry and labor conditions, have their compelling force upon the minds of the wage-earners, who in constantly larger numbers join the ranks of the grand army of organized labor, to make common cause for the protection and advancement of all the wage-earners.

Let pessimists and opponents take umbrage to their souls for their mastership of the past. The present and the future are for labor, which in its organized, federated movement will stand as a protest against injustice and wrong toward any of our fellow-men, as the vanguard to proclaim and achieve the rights to which the toilers, the masses, are entitled.

To Federate the Organized.

During the year I had conferences with a number of the representatives of organizations which are unaffiliated to the American Federation of Labor, among them some of the railroad organizations, the bricklayers and masons, and the Western Federation of Miners. It has been my aim to bring these organizations into closer relationship with the American Federation of Labor.

In the conference with the representatives of the first-named organizations much good was accomplished and co-operative work undertaken along trade union lines to attain justice for labor. In interviews with the representatives of the Western Federation of Miners many erroneous impressions regarding the American Federation of Labor and its course toward that organization were removed and a clearer understanding established. * * *

No Wage Reductions.

In my reports to conventions, beginning at Boston, I felt it incumbent upon me to press home upon the attention of labor the economic unsoundness of the old school of political economists who advocated the assent of workmen to wage reductions as a means to what they were pleased to term the way out of an industrial reaction or crisis. Not alone in our conventions, but in the gatherings of labor generally, "No reductions in

wages" has been made the slogan and watchword. That policy has had its beneficent influence, not only upon labor but upon all industry. It has been heard and heeded; at no time has it had greater justification and demonstration of its effectiveness than during recent months.

Not in the history of all our country has there been what has been termed a shrinkage of values so great as within a few months past. The shrinkage occurred not upon actual, tangible values, but upon inflated or watered stocks which in the financial vernacular are termed "values." In former periods when shrinkage of inflated values transpired, its general influence upon industry was almost immediately to affect the real values of production, which in turn were forced upon the toilers in the form of reduction of wages, bringing in their wake an industrial crisis and panic.

It is due to the determined and clean-cut policy of labor of our country that our princes of finance, despite their machinations, could not influence employers of labor to hazard an attempt at wage reductions. If all labor will unfalteringly adhere to the determination to resist any and all reductions in wages, we shall not only avoid the misery, poverty and calamity of the past, but we shall teach financiers, employers and economists in general a new philosophy of life and industry, the magnificent and humane influences of which will live for all time.

To achieve success we must more thoroughly organize, unite and federate our fellow-workers. We must establish more fully faith in ourselves and confidence in each other, stand shoulder to shoulder amidst stress or strife, make fraternity the principle of our every-day lives, and impress upon our fellow-workers the necessity of helping to bear each other's burdens.

In our organized effort we should endeavor to maintain industrial peace by trade agreements with employers. These agreements, written or verbal, should be faithfully kept. We should use our best influences and judgment to avoid industrial conflicts wherever possible, and under any and all circumstances to resist to the uttermost every attempt to reduce wages. * * *

The American workmen in return for their services to society demand a living wage, a constantly growing minimum living wage. They demand a wage which shall be sufficient to maintain them and those dependent upon them in a manner consistent with their responsibilities as husbands, fathers, men and citizens. Labor demands such a living wage as shall make secure the opportunity for a more perfect physical and mental health and growth as required by rational, self-respecting human beings who aspire for themselves and for all humanity to a higher, a better and a nobler life.

We, therefore, demand from modern society a constantly increasing and larger reward as the result of our labor and our services to our fellows. This effort must not be retarded by the machinations of financiers or the shortsightedness and greed of industrial captains. Labor demands in the interests of humanity that wages shall not be reduced or the American standard of life be deteriorated.

Raise Funds—Pay Benefits—Perpetuate Unionism

Again, I feel it my duty to impress upon all our unions the importance of providing themselves with funds that shall stand them in good stead in time of necessity, to provide their members with the means to sustain themselves and their families, not only during strikes and lockouts, but also to constantly attain a greater measure of justice and right for labor without the necessity of either strikes or lockouts. And further, that the unions shall be of material assistance to the workers by the payment of benefits, not as a matter of mere charity and sympathy, but of acquired right to which they are entitled and for which they have contributed in the form of dues.

There is no factor so potent to secure the just demands of labor as a well organized union with a goodly treasury.

In the endeavor to secure the just demands of labor without a strike a sense of justice on the part of employers can not be compared to a well-organized body of workmen with a well-filled treasury, nor is there so potent an influence or power to prevent a lockout as labor intelligently and compactly organized and prepared to defend its rights. * * *

Supply and Demand No Longer Discussed.

During former periods of industrial crises or trade stagnation, when labor complacently acquiesced in wage reductions, the political economists of the day proclaimed, and employers generally followed, the theory that the law of "supply and demand" governed all things; that "labor is a commodity to be bought in the open market," and that the wages paid to labor were of necessity controlled by the law of supply and demand.

The laborers seemed defenseless—they were compelled to abide by that inexorable so-called law, cruelly and heartlessly applied; human hearts, manhood, womanhood, childhood, with all that these imply, were entirely bereft of consideration.

That the law of supply and demand has its place in nature and in primitive, natural conditions, no thinking man will dispute; but when we realize what science has done and what progress has been made to overcome the primitive conditions of nature; what has been accomplished in machinery and tools of labor, in the means of transportation of products and of man, the means of transmission

(Continued on Page 7.)

COSMOPOLITAN BOSTON.

By the State Census of 1905 the city of Boston is given a population of 595,380, and the current bulletin from the State Bureau of Labor Statistics presents an analysis of this population by place of birth. The foreign born of the city number 209,747, or 35.2 per cent of the total, and native 385,633. This percentage of the immediate foreign element in the population compares with 36.3 per cent in 1895, showing an increased proportion of native population from a decade ago. It is also to be observed that the female outnumbered the male among the foreign-born of the city as well as among the native born—the latter being made up of 189,978 males against 195,655 females; and the foreign born of 100,331 males and 109,416 females. The numerical preponderance of women among the native inhabitants of the State has long been a theme of jest and comment, but it seems that for Boston at least the newcomers from other lands are for some reason similarly affected when we should expect a contrary showing.

But the important feature of the statistics is that Boston is rapidly losing ground as the capital of a New Ireland and growing more broadly cosmopolitan in the large foreign element which enters into its population. This is brought out in the following table of Boston's foreign-born population by nationality for the State census years of 1895 and 1905:

	Number of persons.	
	1895.	1905.
Canada English	14,452	12,905
Canada French	1,835	2,105
England	13,298	12,657
France	985	1,000
Germany	10,904	9,072
Ireland	71,571	66,718
Italy	7,900	20,324
New Brunswick	6,909	7,219
Newfoundland	3,136	4,326
Norway	961	1,573
Nova Scotia	14,712	18,064
Poland	1,221	2,787
Prince Edward Island	3,158	4,550
Russia	11,979	24,112
Scotland	4,690	4,339
Sweden	4,891	6,489
Other countries	7,796	11,510
Totals	180,398	209,747

The decline in the number of those born in Ireland is not more to be remarked than the large inpour of Russians and Italians which the city has experienced in the decade. The Ireland-born in 1905 constituted 31.8 per cent of the total foreign born, against 39.6 per cent ten years ago; while the Italian proportion increased in the same time from 4.4 to 9.7 per cent, and the Russian from 6.6 to 11.5 per cent.

Thus the more distinctively foreign element of Russian and Italian is rapidly becoming a pronounced element in the population of the Massachusetts metropolis, and this will no doubt be found true of most other cities over the State. The Irish still heavily preponderate in the city, and if those native born of Ireland-born parents should be included, nearly a third of the whole population of Boston would be found of immediate Irish Extraction, and it is not wonderful under these circumstances that the politics of the city should come to be so largely controlled by men of that race. If

the government of the city is not all that could be desired as matters stand, what is it likely to become when this rapidly growing foreign element from Southern and Southeastern Europe, more strange to our institutions and language, comes to play an active part in the city's politics, as it unquestionably will. Possibly the effect will be improving, but the figures are well calculated to suggest the peculiar difficulties under which American municipal government labors.—Springfield (Mass.) Republican.

LABOR IN THE SOUTH SEAS.

Cheapest labor? It is all desperately dear. You get fifty men to work for 2 cents a day (paid in bad tobacco, perhaps), and what they do is badly done and slowly done and expensively done. I have counted twenty-two "labor" natives tailing upon a hawser that two white men would drag ashore. But the whole question of labor in the South seas needs the attention of experts. White men from the temperate climes could not very well do the work on the plantations, because they are unfit to live in the country anyway; and if you use native labor it is inefficient and in the end costly. Besides, it is murderous (not to put too fine a point upon it) unless it is most carefully and strictly supervised. As a rule, the "labor trade" in these waters is no better than man-killing, and the system by which the islanders are gathered and herded to the plantations is Congo on a small scale. What with rum, the "labor trade," bad treatment and other accessories of white civilization, the population of the islands promises to be so reduced that in a comparatively short time there will be no available source of labor supply.

Few white men can endure more than five or six years of life in these regions without shattering their constitutions. Usually, within three years they have become sallow and leaden-hued, and then the fever finishes them, and they go home, nominally to recuperate, really to die. Those that fare the best spend a part of each year in Australia or New Zealand, seeking the tonic of a milder climate. But the men that are there to spread the German advance by acting as governors, deputies, harbor and postmasters, staff officers and directors of police can not go to Australia nor elsewhere until they are relieved, often with the mark of death upon them.—Charles Edward Russell in *The World To-Day*.

Jacob Smithers, criminal, sat in his cell making paper boxes, when a dear old lady looked through the peephole in the door inquisitively. "You poor man," she said, "I guess you'll be glad when your time is up, won't you?" "Wall, no'm, not particklerly," Jacob Smithers answered, "I'm in fur life."

The traction facilities of Europe are far behind those of this country. Within a radius of fifty miles of Liverpool there is a population of 7,000,000, the most thickly populated country in the world, and not a trolley line in existence for their accommodation.

A government commission is struggling with the problem of exterminating the Nun butterfly, which has become a plague in Bohemia.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

THE DEPLETED ARMY.

Although the War Department is making every effort to induce re-enlistments and to secure recruits, reports shows that the Army is now 33 per cent below its full authorized strength, and the problem of keeping it up even to its present numerical standard is becoming acute. Congress passed a law last year authorizing the addition of 5000 men to the Coast Artillery; "but not only have the officials of the Army failed to get these extra 5000 men," says a statement issued from the headquarters of the Artillery Corps, "but they have lost 2000 of the men they had before." According to this statement, the difficulty of getting officers is practically as great. "For the first time in the history of the Army," we read, "vacancies in the grade of second lieutenant are going begging." The soldiers, says the same statement, "are quitting like rats leaving a leaky ship"—either by deserting or by purchasing their discharge. The chief causes of these conditions, it is generally agreed, are the general prosperity of the country, the higher wages within the reach of the civilian, and the general scarcity of labor. These causes are especially operative in the case of the Coast Artillery, in which the men, by the time they become proficient as soldiers, are really high-class skilled mechanics, says a Washington dispatch to the New York Tribune. From the same source we quote the following statements:

"One of the most striking instances of the depletion of the Army is shown by the case of the Tenth Company of Coast Artillery, which paraded in January, 1900, with 101 men in the ranks, but which, when called upon to parade on October 15 of this year, could muster only 14 men in the ranks, that being the total strength of the company. A hardly less striking instance is furnished, however, by the Seventh Infantry, which recently attended the McKinley memorial exercises at Canton. The entire regiment of twelve companies was ordered to Canton, and should have been about 1200 strong. As a matter of fact, the twelve companies and the band were represented by only 406 men, while one company could muster only 10 privates fit for duty. . . .

"A colonel of infantry in Nebraska reports to the War Department that in the vicinity of his post ordinary farm-hands are receiving from \$30 to \$50 a month and board, which makes the \$13 a month of the soldier appear pitifully small, while many of his men have left the service and secured positions as clerks, engineers, street-car conductors, salesmen, linemen, firemen, etc., at salaries of not less than \$75 a month, and in many instances at from \$100 to \$150 a month, the latter being secured as a rule by non-commissioned officers, who had received perhaps \$18 a month in the service. Five men have left the Army at an infantry post in Texas to accept positions at from \$125 to \$150 a month. . . .

"Perhaps the most frequent ground for dissatisfaction in the Army, after the smallness of the pay, is found in the frequent moves to which the commands are subjected. These entail almost invariably a

change of uniform, and in some instances these have occurred so often that the men found nothing coming to them above their uniform account when pay-day arrived. Other causes of discontent include the foreign service, cutting a man off from his family and friends for long periods; "he strenuous practise-marches recently insisted upon, which entail unusual labor and sometimes hardship; the inferiority of the food as compared with that obtainable by men of equal ability in civil life, and, in a few instances, the alleged harshness of officers, especially sergeants. Illustrative of the frequent changes of station, it may be recorded that one regiment has changed its station nineteen times since April, 1898, and has traveled more than 51,000 miles, while a number of regiments have travel records of more than 50,000 miles."

Representative J. A. T. Hull, chairman of the House Military Committee, has recently stated that the only way to keep up the regular Army is to pay the soldier more for his services. The Army and Navy Journal (New York) quotes non-committally from an article in the New Orleans Picayune, which asserts that if the United States should need 500,000 men for a war with a foreign power it would be necessary to resort to compulsory measures to secure them. "There is," says the Picayune, "only one way in which this great Republic will ever be able to maintain a sufficient military strength, namely, by universal military service. Every young man in good health should be compelled to serve one or two years in the Army, or if that should furnish a superabundance of soldiers, then the conscription could be by lot."

The New York Tribune, while admitting that "for the modernized soldier the present rates of pay may be too low," thinks that "the real trouble with the Army lies deeper." What the Army needs, it urges, is "more fluidity in promotion and a fuller recognition of the fact that the day of the old unintelligent 'food-for-powder' soldier is over." The New York American makes the same point. It says further:

"The situation is the reverse of alarming; it simply means that this country is so prosperous that there is no inducement in time of peace to tempt young men to forego their civilian chances for thirteen dollars a month. There are too many industrial demands for men in perfect health and of the mental qualifications required by the military service for any considerable number to be charmed by the prospect of garrison duty.

"Nor does the scarcity of soldiers argue any diminution of the patriotic spirit. The very first hint that the country really needed soldiers would bring them in swarms as it has always brought them."

The Army and Navy Journal points out that even in time of peace there is need of a stronger military establishment. One of the practical arguments in favor of a considerable addition to the infantry arm of the service, it says, is "the increasing likelihood that Cuba will have to be considered a station for American troops for a long while to come."

ALL-RED STEAMSHIP PROJECT.

An Ottawa newspaper, understood to be the organ of the Canadian government, says that a definite offer has been made by a company to undertake a fast steamship service on the Atlantic as part of the All-Red project, connecting Great Britain with China via Canada, for a subsidy of \$2,500,000 a year, and the Canadian government, through the prime minister, has offered to bear half the cost of this subsidy and contribute \$1,250,000 annually. This would leave the British government to make up the other half and the Australian and New Zealand governments to contribute the major portion to obtain the All-Red Line which has been discussed recently. The newspaper states that it is believed the British government will announce soon that it is prepared to bear its share of the expense of establishing the service. The London Economist in speaking on this proposed fast line by way of Canada to India says:

"The Canadian Pacific Railway frequently carries small bodies of troops to and from the China stations, but rarely carries any coming from or destined for India. The reason is that Bombay is within twenty days of Southampton by way of Gibraltar and the Suez Canal. Obviously that time could not be equaled or even approached by way of Canada with 18-knot ships or any other ships on the Atlantic and Pacific. The Canadian Pacific performs a considerable feat in carrying the mails from England to Hong-kong in twenty-nine days or less; having regard to the length of the journey and the stops at Japanese ports; but mails from London can be landed at Shanghai by the Siberian Railway in twenty days or less, and no new service which money could place on the Canadian route could possibly do as well as that. All that can be accomplished by the All-Red project through Canada is the reduction of time for passengers between England and Australia and between England, China, and Japan, though in the latter instance the Siberian route will always be the quicker. Freight between these countries will continue to go by the all-water routes. It may be doubted whether the Canadian line could reduce freight rates, but if they succeeded in doing so, if they give us lower export rates than we now enjoy, they would to that extent be employing the British portion of their subsidy in augmenting Canadian competition with the British farmer, which, from his point of view, would be rather absurd."

A jade mine in Siskiyou County, Cal., is said to be the only one of its kind in this country. Jade was discovered there in 1906, and tests showed that the mineral was up to the standard in every particular.

The States west of the Mississippi possess a combined wealth of more than \$23,000,000,000, and the States east of that river \$80,000,000,000.

Three hundred girls are employed in the harness trade in New York, and Kentucky has a girl jockey.

Home News.

Baltimore surgeons performed successfully a unique operation for a fractured skull, using gold leaf to prevent the brain covering adhering.

President Roosevelt will not run again, declared Senator Tillman at Danville, Ill., and added that Speaker Cannon and W. J. Bryan would be the candidates.

President Remsen, of Johns Hopkins University, said that recent English chemical experiments did not indicate the possibility of the artificial manufacture of copper.

Stringency in the money market, it was announced in New York, had forced the slowing down of work on the Pennsylvania and McAdoo tunnels and other big projects.

Consolidation of the leading zinc mining interests of Missouri and Wisconsin has been effected. The trust will control the zinc mining and manufacturing business of the country.

It developed in New York that the investigations of questionable transactions by national banks involved five institutions and that the prosecution of more than the two men first involved was likely.

Mayor Johnson's opposition to the proposition of the Cleveland Street Railway Company that a six-months' test of three-cent fares be made, contingent on a twenty-five-years' franchise extension, caused its rejection.

It was announced at Washington that the Department of Justice would prosecute vigorously the peonage cases in the South, particularly one case where the "employer" is charged with holding 1000 Italians in slavery.

Walter E. Crosby, of Cuba, was awarded a verdict of \$6000 in the United States Court, at Trenton, against the Cuban Railroad Company, a New Jersey corporation, for the loss of an arm. He was an engineer on the road.

Eight thousand foreigners, mostly Hungarians and Italians, have left Cleveland for Europe within a month, according to a steamship broker's statistics. Hundreds more would go if they could get their savings from the banks.

The importation of diamonds and other precious stones in the United States for the first ten months of this year shows a decrease of more than \$6,000,000, compared with the corresponding period of last year, being \$30,540,910, against \$46,971,717 last year.

Imports for October amounted to \$111,811,982, exports \$280,559,464. For ten months, imports \$1,219,994,354, exports \$1,512,148,160. Imports of gold were \$4,480,910, against \$27,250,852 in 1906. Exports were \$3,112,539, as compared with \$7,074,544 in October, 1906.

Freight congestion at New York threatens all foreign shippers because of the unprecedented homeward rush of foreigners. The eastward-bound steerage travel during the past six weeks has been unparalleled, and the demand for accommodations has been so great that bookings have been closed weeks in advance of sailings.

Postmaster-General Meyer grows daily more hopeful of securing the establishment of a postal savings bank system. He called on the President again recently and reported progress in his personal campaign, saying that he had been assured that there would now be no opposition in Congress from sources which have always heretofore fought the proposition vigorously.

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Pacific Coast Marine.

John Kelly, third mate of the English collier Strathendrick, which was discharging coal at the Mare Island Navy Yard, was drowned in the Mare Island Straits on November 29.

At £1300 a month Jebson & Ostrander have chartered for three months the British steamer Sheila, 2236 tons, to carry lumber from Puget Sound to La Boca.

The contract for repairing the boilers of the Pacific Coast Company's steamer Pomona was awarded yesterday to the Moore & Scott Iron Works, their bid being the lowest received.

The official report of the season's catch just made up by the Victoria (B. C.) Custom-House shows the catch to be the lowest on record, a total of 5397 skins. Last year the total was 10,370 skins.

The cable repair ship Restorer has returned to Honolulu after repairing an injury to the cable near the Island of Guam, caused by dropping a buoy mooring on it in the channel in thirteen fathoms of water.

Unseen by passengers or crew, three little girls at play on the deck of the steamer President were swept to their deaths in the ocean during a heavy sea off Gray's Harbor on November 22, while their parents were below in their cabins.

Since the arrival of the cruiser South Dakota at Mare Island, the different departments at the yard have been kept busy installing new and up-to-date apparatus on the vessel. It is expected that the work on the cruiser will be completed about the first of next year.

The contract for the repairs to the Royden steamship Indravelli, which recently ran full speed on the Kellett bluff, Henry Island, during a dense fog, damaging its bows and smashing its stem, has been awarded to the British Columbia Marine Railway Company of Esquimalt. The price is stated to be over \$30,000.

The application of the Pacific Mail Steamship Company to purchase a large part of the waterfront of Honolulu for the purpose of erecting sheds for the storing of coal for its liners, has been denied. It is claimed that other land not needed for park purposes can be had by the company on a long lease.

The schooner Lucy, Captain Patterson, which left San Pedro, Cal., on November 25, bound for Umpqua in ballast, returned to port to secure medical attention for Robert Larsen, the second mate who, while hoisting sail at sea, fell fifteen feet to the deck, fracturing two ribs. He was sent to the hospital and the Lucy resumed her voyage.

It is reported that the steamer Humboldt, of the Humboldt Steamship Company, now plying between Seattle and Alaska, will be put on the San Francisco-Eureka run as soon as her season in northern waters is finished. The Spokane was not adapted for this run because, on her last trip, she was held barbound while other boats in her class, passed in and out with no difficulty.

Coal is being taken in at Mare Island for the use of the big fleet of steamers as fast as it can be delivered. In addition to various cargoes which have recently arrived, the latest of which was 5200 tons brought here by the British steamer Strathord, another cargo of 5000 tons is on the way here by the British steamer Huttonwood. She brings her coal from Norfolk, and is expected to reach here by December 6.

Bids were opened for repairs to the German steamer Tolosan, and the work awarded to the Moore & Scott Iron Works. The repairs will run into several thousand dollars and will take about three weeks to complete. They were rendered necessary by the severe buffeting which the Tolosan received on her last voyage from Moji, Japan, when she ran into the hurricane which nearly wrecked the Koan Maru. The work consists of repairs about the deck and hull.

The Japanese steamer Tosa was detained at Victoria, B. C., owing to a dispute between her agents and the United States and Canadian immigration officials regarding the landing of 111 Japanese booked to Victoria, but holding passports to the United States. The United States immigration officials have received instructions not to examine those with passports for the United States, and the Canadian officials insist on these Japanese being carried through to Seattle. This the steamship agents are unwilling to do, and the vessel was detained in consequence.

Following is the reinsurance list as posted at San Francisco, on November 30: Arthur Sewell, 239 days from New York for Seattle, 88 per cent; Adolph Olrig, 233 days from New York for San Francisco, 65 per cent; Lauriston, 160 days from Tumbry Bay for Falmouth, 10 per cent; Bessfield, 157 days from Adelaide for Falmouth, 10 per cent; Vydillia, 211 days from San Juan del Sur for Falmouth, 10 per cent; Alacrita, 115 days from Delagoa Bay for Hongkong, 25 per cent; Pelligrina, 118 days from Newcastle for Antofogasta 80 per cent; Halewood, 117 days from San Juan del Gaux for Sydney, 20 per cent.

A libel was filed in the United States District Court at San Francisco on November 27, by T. W. Blackburn against the steamer Indiana. The libellant is a marine engineer who alleges that he was employed by the chief engineer of the Indiana August 1 of this year to make a voyage as first assistant, the rate of pay being \$100 per month and 60 cents an hour for every hour of overtime. The voyage was completed October 15, but he alleges that while he put in a claim for 114 hours overtime, amounting to \$68.40, he has never been paid that amount. He prays for this payment, for a day's wages for every day during which the amount is unpaid, for costs and for an attorney's fee of \$20.

A trim little craft from stem to stern, the new gasoline launch Express, which will ply along the Sacramento River, between Antioch and Sacramento, made its trial trip on San Francisco Bay, on November 24, and filled all the requirements of its owners, the Lauritzen Brothers. The Express can carry about seventy-five passengers in its cabins, which are nicely fitted up. There were about fifty passengers aboard on the trial trip. The Express is 190 feet long and fifteen feet amidships. She is equipped with a 150-horse-power Atlas engine and can make fourteen knots an hour. The Express will go into service at once, with Captain Fred Lauritzen in command.

The steam schooner Nushigak, en route from San Francisco to rescue the crew of the bark Servin, wrecked on Kodiak Island, put in at Seattle, Wash., on November 25, for a fresh supply of fuel, after fighting for twelve days with storms between San Francisco and Puget Sound. The crew was weakened by exposure and hard work and the fuel supply was practically exhausted. The Nushigak was severely treated by the storms and minor repairs had to be made. All the way up the coast the boat fought against head winds and gales, that threatened several times to drive the boat inshore. After being given 650 barrels of oil and 100 tons of coal the Nushigak went to sea again.

Assistant General Manager W. H. Avery of the Toyo Kisen Kaisha will shortly proceed to Europe to purchase another oil tank steamer for the purposes of the company. On Avery's recent visit he secured two of these vessels, and it has been found that in addition to these and the tankers now under charter to the company more will be required. The Soyo Maru, one of the purchases made by Avery, is now on her way here from Antwerp with a cargo of German merchandise. As soon as the Soyo Maru can be discharged on her arrival here she will go into the oil trade. Two more oil carriers are being fitted up for the company at Liverpool, England. When all the vessels destined for use in the company's oil trade are here they will form quite a formidable fleet.

The steamer Tampico, Captain Haley, which ran ashore on November 7 on Haddington Reef at the southern entrance to Queen Charlotte Sound, between Malcolm and Vancouver Islands, is found to have been very badly damaged. The Tampico was floated, and taken to Blekinge Bay in a leaking condition. At the time of striking she was heavily laden with a cargo of concentrates from Treadwell for Seattle, and she ran aground at midnight. An examination just concluded in dock shows that the Tampico will require twenty-five new plates and fifty or sixty frames, besides other repairs. The Tampico was recently purchased from the Globe Navigation Company by the Pacific Coast Steamship Company. She is a steamer of 1481 tons register and is well known on this Coast.

As soon as she has discharged her cargo the whaling bark John and Winthrop, which went through such fierce weather coming down from Okhotsk Sea on her last voyage, will be laid up. It is unlikely, according to the opinion expressed by experienced shipping men here, that any more sailing craft will ever leave this port on whaling expeditions. Most of the whalers are now steam vessels, and with the exception of this season have not been able to make the business pay owing mainly to the cheapness of Californian oil driving whale oil out of the market. Had it not been for the last good season it is thought likely that not a single vessel would make the northern trip from this Coast next season. In any case the number of vessels going out next season from this port is likely to be much reduced.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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AMERICAN FEDERATION OF LABOR.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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WEDNESDAY, DECEMBER 4, 1907.

SEAMEN VS. LONGSHOREMEN.

The recent convention of the American Federation of Labor has again "instructed and requested" the International Longshoremen's Association to cease the use of the name International Longshoremen, Marine and Transport Workers' Association. To be sure, these "instructions and requests" have been made by previous conventions and the Longshoremen have simply ignored them. At the Norfolk convention, however, it was decided to send two special pleaders to the next convention of the Longshoremen to urge them to change their name in accord with the decision rendered by President Gompers.

The Adjustment Committee, which had considered the Seamen-Longshoremen dispute, made the following report to the convention:

The Committee finds that "International Longshoremen's Association" is the name recognized by the American Federation of Labor, and recommends that the International Longshoremen's Association be instructed to discontinue the use of the words "Marine and Transport Workers" as a part of the name of their organization.

Committee further recommends that the credentials of no organization be accepted by the Secretary of the American Federation of Labor unless such credentials are made out in accordance with the name recognized and listed by the American Federation of Labor.

After some discussion Treasurer Lennon submitted an amendment to the Committee's recommendation, which was adopted by a vote of 106 to 53. The original report, as amended, which was then adopted by a viva voce vote, reads as follows:

The Committee finds that International Longshoremen's Association is the name recognized by the American Federation of Labor, and recommends that the International Longshoremen's Association be instructed to discontinue the use of the words "Marine and Transport Workers" as a part of the name of their organization.

The Committee further recommends that the International Longshoremen be, and are hereby required, to change their name in accord with the decision rendered by President Gompers as arbitrator, and that in furtherance of this object President Gompers and one other member of the Executive Council attend the next convention of the Longshoremen and urge upon them the change referred to.

For the sake of the Longshoremen, who have lost thousands of members through their stubborn attitude, let us hope that they

will see the error of their ways and drop that pretentious long name. Seamen and Longshoremen should be, and will be, friends, if the Longshoremen will only content themselves with an organization of Longshoremen, by Longshoremen, for Longshoremen. The Seamen have never claimed jurisdiction over Longshoremen, or any other landsmen, but have at all times in the past, and will in the future, maintain a Union of Seamen, by Seamen, for Seamen.

NULLIFYING THE EXCLUSION ACT.

The Immigration Bureau is worried over a recent decision of the Supreme Court of the United States, which knocked a hole in the Chinese Exclusion Act and opened a way for Chinese to enter this country.

The decision was brought to the attention of United States officials at Baltimore by the counsel for Captain Robert Jamieson of the British steamship *Amelia*, who was arraigned before United States Commissioner Rogers on the charge of allowing a Chinese fireman to escape from his vessel October 29.

After the Government's witnesses had testified, the defense submitted the decision of the Supreme Court handed down a few weeks ago in the case of *Taylor vs. The United States*, in which the court decided that the masters of vessels should not be held liable for the escape of seamen from their custody where it was clearly proved that it was the intention of such masters to carry away from our shores such seamen had they not escaped.

The defense held that the word "seamen," as applied to followers of the water by the Supreme Court, meant all persons regularly employed on board ships, regardless of race, color or nationality, and consequently included Chinese. The Assistant District Attorney concluded that defendant's attorney was right in his interpretation of the decision and recommended to Commissioner Rogers that the charges against Captain Jamieson be dismissed.

The foregoing Washington dispatch to the San Francisco Call shows that the Supreme Court of the United States has again taken a whack at the Chinese Exclusion Act and punched a nice big hole in the barrier erected by Congress to keep out the Chinese coolies.

The number of vessels, both foreign and American, that carry Chinese crews and regularly or occasionally call at United States ports is constantly increasing and if masters of vessels are not to be held to account for the escape of Chinese seamen and others pretending to be seamen, as long as they do not deliberately drive their crews ashore, why, the importers of coolie labor will have an entirely new method of smuggling Orientals into the country and it may be taken for granted that they will avail themselves of this excellent opportunity to the fullest extent.

How far the importers of coolie labor will go in their nefarious work is shown in the recent exposure by Commissioner Mackenzie King at Vancouver, B. C., that nearly all Chinese brought into Canada are under contract, and, therefore immigrants in contravention of the law.

Commissioner King had dropped the ordinary examination of prospective Chinese immigrants and adjourned from the City Hall to the detention sheds where about 90 Chinese were quartered. All of them had paid the regular head-tax of \$500 each and were presumed to be well-to-do merchants or professional men. The result of the Commissioner's inquiry, as reported in the daily press, was as follows:

King's move was unexpected and the new arrivals told the facts of their several cases. Twelve were questioned and all agreed that their passage money had been advanced to them, while their head tax was being put up by their relatives in China. The twelve were practically penniless. One man had only \$1, another had nothing at all, two others \$2 each, and the richest immigrant of the party \$10. One said he was promised employment in Moosejaw, another in Winnipeg, and

two others in Toronto. They understood they were working for other people until their board and head tax were repaid.

In the above incident, which is merely cited as an example, it is shown that the importers of Chinese coolies are quite willing to advance a paltry \$500 per head in order to get them admitted to the mainland of America.

Of course, hereafter it will not be necessary to "put up" \$500 per head to the Canadian authorities. Our Supreme Court has provided for a much less expensive method of getting coolies into the country.

Only two years ago there was a determined effort made by interested parties to induce Congress to let down the bars to the hordes of Chinese coolie laborers. At that time the interested parties were not successful, but now it appears as if our Supreme Court has rendered a decision that will be most welcome to certain "interested parties." We shall wait and see. But we do not believe that the American people will permit the Chinese Exclusion Act to be practically nullified by any carefully concocted plan of interested schemers.

Congress and the International Seamen's Union are now in session. Both bodies will have their say about certain maritime legislation. The Seamen will demand and give excellent reasons for the enactment of a law providing for a manning scale and an individual standard of efficiency for seamen. Congress will in all probability remain silent upon this subject. The Seamen will protest against the enactment of the Ship Subsidy bill which was before the previous Congress and failed to pass. Congress will probably again debate this bill and eminent statesmen will deliver orations on the subject. If the bill should finally pass, our Chinese-loving steamship companies, who never employed an American seaman if they could possibly avoid it, will be the principal beneficiaries. The Seamen will get what they ask for—in time. But it seems that an object lesson is needed before our legislators will realize that no country, no matter how great and powerful, can afford to misuse and neglect its seamen.

Three thousand white miners in the Transvaal requested the British Government to pay their passages back to England in order to escape from the tyranny of the mining companies that caused the Boer war. The request was refused. —The Worker, Brisbane, Queensland, Australia.

While the real causes of the Boer war will not be written up by present-day historians, the above item from our Australian contemporary shows present-day sentiments regarding the war which are not at all complimentary to Great Britain.

The fifty-second anniversary of the inauguration of the Eight-Hour workday in Australia was appropriately celebrated at Sydney, N. S. W., on October 7. The average trade-unionist of America thinks that we are "it" as far as the general prevalence of the shorter workday is concerned, but we are decidedly "not in it" when it comes to a comparison with Australia.

When purchasing ready made clothing of any description see that it bears the union label of the United Garment Workers of America.

Demand the union label on all products.

PRESIDENT GOMPERS' REPORT.

(Continued from Page 2.)

of information and intelligence, the fact becomes immediately patent that man has made nature conform to his wants and that the original conception of the law of supply and demand has been largely overcome, and can be still further overcome by intelligent, comprehensive and determined action of the wage-earners, who, by their associated effort shall refuse to have their brain and brawn, their hearts and the hearts of those beloved by them, weighed in the same scale with the side of a hog or a bushel of coal. * * *

The Union Shop.

Despite the fiercest antagonism of the ignorant and sordid, it is gratifying to know that agreements of unions with employers have been extended, and with them the necessary "union shop" as the best and most effective means to protect and advance the interests of labor as well as faithfully to carry the agreements into effect.

A trade agreement is not always necessarily a written agreement; indeed, more often is it a verbal or oral agreement entered into between unions and employers, depending for its fulfillment upon the good faith of both. Our movement has to contend with the most vicious, greedy and ignorant of the employers upon the proposition of the trade agreement. It also has the opposition of the shortsighted as well as of that malicious element which hides behind a pretended friendship for labor, and yet attacks, denounces and misrepresents every effort made by the working people of our country when they, through their natural organization, the trade union movement, undertake any action for the protection of their rights and interests and the betterment of their condition.

In modern industry, if an individual workman enters into an agreement with an employer, unquestionably under such circumstances he is, by his very helpless condition, not a free agent, but he must accept whatever conditions the employer may impose.

The loss of individuality and power of the workman under modern industrial development is regained by all using their collective power in association, organization, union and federation. A well-organized union with ample means, with the spirit of the men aroused to their individual and collective rights, has the influence and power to compel fair and reasonable consideration and concession to the demands upon which the organized entity of workmen insist.

A strike is a cessation of industry. It is a declaration in itself that the conditions of employment are unsatisfactory, and that new conditions are demanded as a consideration upon which industry shall be resumed.

The termination of a strike is the written or verbal agreement to which I have referred.

Agreements are also reached, and in an overwhelming number of cases, without either a cessation of work or a strike.

With that portion of the employers hostile to the union shop and to the trade agreement, we shall have little or no difficulty in successfully contending. The other elements of antagonism to which I have referred, despite their hypocritical pretensions, and their guerrilla and cowardly efforts to destroy our movement, we shall overcome. With our mistaken fellow-workers we can bide our time, which makes more converts than reason, that they will ally themselves with our great movement and participate in the splendid advantages which it affords.

With some regret have I heard several men in our movement repeating the false designation of the union shop, as the opponents to our movement call it, the "closed shop." Those who are hostile to labor cunningly employ the term "closed shop" for a union shop because of the general antipathy which is ordinarily felt toward anything being closed, and with the specious plea that the so-called "open shop" must necessarily be the opportunity for freedom. As a matter of fact, you and I and any intelligent observer know that the union shop is open to all workmen who perform their duty, and that they participate in the benefits and advantages of the improved conditions which a union shop affords. The union shop implies also duties and responsibilities. This is incident to and the corollary of all human institutions.

In our country, citizenship implies not only rights and privileges; it also imposes duties and obligations, and from these no good citizen has the right to claim exemption.

On the other hand, the so-called "open shop" is indeed the closed shop, closed to workmen who have the intelligence and the manhood to realize that they, acting as individuals, can not hope for the redress of a wrong or the attainment of a right. Men who understand their duty to themselves and their fellows, unite and associate for the betterment of their conditions and to secure the right and the justice which are so essentially theirs. We have the right to expect that our friends, and particularly our own men, shall speak of the union shop by its proper name. We shall persistently contend for it; we shall achieve it.

Child Labor Must Be Abolished.

The humane work inaugurated and conducted by the labor movement to eliminate child labor in the industrial and commercial affairs of our country has borne good fruit and is destined to bring still better results.

In the early history of labor's efforts to obtain this end, we were met by the bitterest and most relentless antagonism. Our motives were aspersed and our efforts ridiculed just as are now the demands which organized labor makes upon society in its claims for the present and for the immediate future.

To-day there is not an institution in our country, political, commercial, financial or religious, but which is committed in some way to the abolition of child labor. Better than all, it is now the universal judgment of all our people that the facts as to the existence of child labor shall be investigated and ascertained and such legislation enacted as shall take the children from the factory, the work-shop, the mill, the mine and the store, or anywhere they are employed for profit, and give to them the advantages of the home, the school and the playground, that they may imbibe the sunshine and the light to grow into the physical and mental manhood and womanhood of the future. * * *

The Injunction Abuse.

It has been the favorite utterance of labor's fiercest and most unfair opponents to charge us with an effort to create "a favored class of wrongdoers among the workingmen." Parry, Post and Van Cleave have so declared; Littlefield, Cannon and others repeated it in their campaign of last year and since, the latest assertion of this character having been made from so high a source as the Secretary of War, Mr. Taft, in a speech and in an interview immediately before his departure upon his recent trip to the Orient. The utterance of Mr. Taft was entirely unprovoked, unnecessary and wholly gratuitous, and without unfounded. From other sources, sordid sources, we may expect malicious misrepresentation, but from high officials of our government, never.

Mr. Taft could not help but know that labor's bill to regulate injunctions was not designed to create a privileged class of wrongdoers among the workingmen of our country, but to restore to them the rights of which they have been robbed by court decisions; in fact, to restore the writ of injunction to its original beneficent and proper purposes. He could not escape knowing, what is common knowledge among the merest tyros of the law, the fundamental principles of the equity power of the courts and the basis upon which injunctions are intended to serve. Circumstances warrant their re-statement as follows:

"The writ of injunction was intended to be exercised for the protection of property rights only.

"He who would seek its aid must come into court with clean hands.

"There must be no other adequate remedy at law.

"It must never be used to curtail personal rights.

"It must not be used ever in an effort to punish crime.

"It must not be used as a means to set aside trial by jury.

"Injunctions as issued against workmen are never used or issued against any other citizen of our country.

"It is an attempt to deprive citizens of our country, when these citizens are workmen, of the right of trial by jury.

"It is an effort to fasten an offense on them when they are innocent of any wrong-doing.

"It is an indirect assertion of a property right in men when these men are workmen engaged in a lawful effort to protect or advance their natural rights and interests.

"Injunctions as issued in trade disputes are to make outlaws of men when they are not even charged with doing things in violation of any law of state or nation."

We protest against the discrimination of the courts against the laboring men of our country which deprives them of their constitutional guarantee of equality before the law.

The injunctions which the courts issue against labor are supposed by them to be good enough law today, when there exists a dispute between workmen and their employers; but it is not good law, in fact, is not law at all, tomorrow or next day when no such dispute exists.

The issuance of injunctions in labor disputes is not based upon law, but is a species of judicial legislation, judicial usurpation, in the interests of the money power against workmen innocent of any unlawful or criminal act. The doing of the lawful acts enjoined by the courts render the workmen guilty of contempt of court, and punishable by fine or imprisonment, or both.

In itself, the writ of injunction is of a highly important and beneficent character. Its aims and purposes are for the protection of property rights. It never was intended, and never should be invoked, for the purpose of depriving free men of their personal rights, the right of man's ownership of himself, the right of free locomotion, free assemblage, free association, free speech, free press; the freedom to do those things promotive of life, liberty and happiness, and which are not in contravention of the law of our land.

We re-assert that we ask no immunity for ourselves or for any other man who may be guilty of any unlawful or criminal act; but we have a right to insist, and we do insist, that when a workman is charged with a crime or any unlawful conduct, he shall be accorded every right, be apprehended, charged and tried by the same process of law as any other citizen of our country.

With our position so often emphasized and so

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 2, 1907.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Ericksen presiding. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to two members of the schooner Marta Tuft and one member of the schooner Rita Newman. Nominations for delegates to the California State Labor Convention will be made in the meetings held on December 9, 1907. Election for the same will take place in San Francisco, Eureka and San Pedro on December 23, 1907.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Nov. 25, 1907.
Shipping dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Nov. 25, 1907.
Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Nov. 25, 1907.
Shipping medium, prospects uncertain.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Nov. 25, 1907.
Shipping slack; prospects good.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Nov. 25, 1907.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 25, 1907.
No meeting; no quorum; shipping and prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Nov. 25, 1907.
Shipping and prospects fair.

H. OHLSSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Nov. 18, 1907.
Shipping fair; prospects fair.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 29, 1907.

Regular weekly meeting was called to order at 7:30 p. m., T. Ellis in the chair. Secretary reported shipping quiet. Balloting on officers was proceeded with. The amendment to Article III, Section 1, was declared carried.

EUGENE STEIDLE, Secretary.
53 Stuart St.

Seattle Agency, Nov. 21, 1907.
Shipping on steamers fair, sailing vessels slack.
ARTHUR KNOWLES, Agent pro tem.

San Pedro Agency, Nov. 21, 1907.
No meeting; shipping good for the past week.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Nov. 24, 1907.
Shipping fair.

WM. PENJE, Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Nov. 24, 1907.
No meeting; no quorum; shipping dull.

R. H. WALKER, Secretary.
55 Main St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Nov. 26, 1907.
Shipping dull.

JOHN THORMER, Sec'y pro tem.
1½A Lewis St.

DIED.

Peter Albert Olsen, No. 737, a native of Norway, aged 30, died at Seattle, Wash., on November 21, 1907.

Julius Nilsen, No. 361, a native of Norway, aged 45, died at San Francisco, Cal., on Nov. 27, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LAKE NOTES.

The United States Steel Corporation will establish a shipping and receiving point at Elk Harbor, near Girard, Pa.

Orders have been issued by President Livingston, of the Lake Carriers' Association, to shipping offices to remain open until December 15.

A fog signal has been established on Welcome Island, Thunder Bay, Lake Superior, to be placed in operation with the opening of the season of 1908.

J. B. Wanless, the Duluth contractor, has succeeded in patching up the wreck of the burned steamer Cormorant and bringing her into Bayfield, Wis.

The new steamer John Dunn, Jr., launched at Toledo Tuesday, is the largest boat ever built there. She is 525 feet over all, with a capacity of 10,000 tons.

The barge Regina and her cargo of wheat will be a total loss. The Regina followed the steamer Neepawah when she recently crashed through the gates of the Lachine Canal.

The steamer Gettysburg is on her way to Grand Marais with a load of coal. Her crew had been paid off and she was about to go into winter quarters when the cargo was offered.

The Lighthouse Tender Hyacinth will be placed out of commission for the season the first week of December. She is at Kenosha, where final repairs are being made on the lighthouse at that place.

The car ferry Pere Marquette No. 16 had a stormy time of it on Lake Michigan. She was badly damaged and her cargo of freight cars was strewn about in confusion. The damage is estimated at \$35,000.

The Canadian Government has given notice that a spar buoy, painted red and black in horizontal bands, has been moored on Campbell rock, two miles northeastward of Cape Smith, western side of Georgian Bay, Lake Huron.

At the opening of navigation, 1908, the color of the light exhibited at Tail Point Light Station, located in ten feet of water on the western side of the channel, near the entrance to Fox River, in the southern end of Green Bay, will be changed from white to red.

So large has the shortage in grain cargoes been in the past months that Canadian grain carriers have asked the Dominion Government to seal the hatches of all grain vessels sent from Port Arthur to railway shipping points. They also ask for Government inspection at both ends of the trip.

Robert Roddick, for many years keeper of the lighthouse between Cobourg and

Port Hope, Ont., has resigned and has been succeeded by his brother, James Roddick. The light will be kept burning all winter, owing to the operation of the new Grand Trunk car ferry Ontario.

The United States Lake Survey has just issued a chart of the harbor at Grand Haven, Lake Michigan, including Spring Lake, lower Grand River and the adjacent shores, covering the cities and towns of Grand Haven, Spring Lake, Fruitport and Ferrysburg.

Last month broke all records of the Lake Superior Car Service Association in the number of cars handled at the head of the Lakes. The total for the thirty-one days was 55,942, as compared with 48,225 during the same month in 1906. The increase was largely in coal and grain.

The transportation of tanbark, once a thriving industry on Lake Michigan, is rapidly becoming a matter of history. Only 14,000 cords were delivered at Milwaukee this season. The decline is due to the destruction of the northern Michigan hemlock forests and the growing use of chemicals in tanning hides.

The Duluth Marine Supply Company filed articles of incorporation with the register of deeds. The incorporators are G. Ashley Tomlinson, D. W. Stocking and Fred P. Houghton. The capital stock will be \$50,000 divided into 500 shares. The business of the new company will be to cater to the ships sailing from the Duluth-Superior harbor and a complete line of chandlery supplies will be featured.

The new steamer Barlum, being built for the Postal Steamship Company, was launched at the yards of the Detroit Shipbuilding Company, in Wyandotte. Mrs. John Barlum acted as sponsor for the new ship. The Thomas Barlum is 500 feet over all, 480 feet length of keel, 52 feet beam and 30 feet deep. She will carry about 9,500 tons, and will go into commission at the opening of navigation next season. She will be commanded by Captain Murray McIntosh, of Detroit, and George Purvis, also of Detroit, will be chief engineer.

On their recent trip to Duluth the Davidson boats, the Orinoco and the barge Chieftain, had many accidents. First the barge went on the bottom at the Soo. From there she went to Portage and went around again, and it took several tugs to pull her clear. Sunday she was reported off Duluth at anchor, with her steering gear broken. In the meantime the steamer Orinoco lost her rudder and was towed by the Rappahannock to Ashland. The Rappahannock was looking for the Chieftain when she found the Orinoco. Both boats will be repaired at Duluth.

The American Federation of Labor Convention just closed at Norfolk, Va., has approved of, and sustained every contention of the International Seamen's Union of

America and has instructed the International Longshoremen's Association, which has been operating under the false name of the International Longshoremen, Marine and Transport Workers' Association, thereby claiming jurisdiction over seamen, that "it must, and is hereby required" to discontinue the use of the words "Marine and Transport Workers" in its title. This is a clean and absolute victory for the seamen, and sustains them in the long fight they have made against encroachment of an organization of landmen. It is to be hoped that the International Longshoremen's Association will abide by the decision of labor's highest tribunal and that peace and good will will again reign between the two really great organizations, both of which are capable of wielding an almost inestimable power for good for their members, and whose members are so closely allied that nothing but the best feelings of comradeship and good will should ever be allowed to exist between them.

W. H. J.

CHEAP CIGARS IN INDIA.

In writing concerning the low prices for cigars and cigarettes in India, Consul-General W. H. Michael, of Calcutta, has this to say:

A firm in Madras advertises three of its best cigars at 1½ cents, 1 3-5 cents, and 2½ cents each, respectively. I suppose these cigars would sell in the United States at 10 to 15 cents each, or two for a quarter. The men who grow the tobacco—that is, the laborers in the field—get 10 to 12 cents a day, and the men who make the cigars get from 12 or 20 cents a day—both classes boarding and lodging themselves. Nice looking stogies are manufactured in Madras and sold at wholesale for 55 cents a thousand. Cigarettes made in India sell at proportionately low prices. With such prices the outlook for the United States or any other country to capture the cigar and cigarette trade of India is rather discouraging, yet Key West cigars are on sale here.

There is another obstacle in the way of importers of cigars in India. It is a moth or fly that finds its way into a box of cigars or tobacco and lays an egg that soon develops into a destructive worm or grub, which bores through the wrapper into the body of the cigar and ruins it. There is hardly anything that will keep these pests out except to incase each cigar in a bottle or wrap it in heavy tinfoil. For this reason dealers in India do not like to import a better grade of cigars. The loss is too great. One dealer showed me box after box of high-priced imported cigars that were absolutely ruined by the moth described.

According to the latest Chinese official investigation, the number of Chinese in other countries is as follows: Japan, 17,673; Russian Asia, 37,000; Hongkong, 314,391; Siam, 2,755,709; Burma, 134,560; Java, 1,825,700; Australia, 34,465; Europe, 1,760; Korea, 11,260; Amoy, 74,500; Malaysia, 1,023,500; Annam, 197,307; Philippine Islands, 83,785; Africa, 8,200, and America, 272,829. The total number is 6,792,639.

WORLD'S GREATEST PORT.

In an informative article the Broadway Magazine gives some very interesting data regarding the shipments to and from New York—the greatest port in the world. More than twice as many vessels clear the port of London, to be sure—one every fourteen minutes, as against one every half hour for New York—but the average cargo value is only \$47,242, whereas that of New York is \$92,307. In point of tonnage New York exceeds London by 1,000,000. This is due to a difference in the character of the ports that must be borne in mind in comparing them. London is England's one commercial center, and aside from Liverpool, its only great place of export and import.

On the other hand, New York is not the commercial center of America. When the manufacturer of shoes in Boston sends his goods to Baltimore he either sends them by rail or by vessel direct, without entering New York. If he wants to send his goods to France or Germany he sends them from the port of Boston. That is, the chief ports of the Atlantic sea coast—New Orleans, Charleston, Mobile, Norfolk, Philadelphia and Boston—engage in a coastwise and foreign trade in entire independence of New York.

Less than 28 per cent of New York's tonnage is represented in coastwise trade, whereas fully 50 per cent of London's is coastwise. In other words, of London's commerce, amounting to \$1,370,000,000 annually, only \$685,000,000 represents foreign trade, whereas of New York's \$1,200,000,000 annual commerce \$864,000,000 represents foreign trade, or an actual excess over London of \$179,000,000.

To accommodate this enormous trade New York has 404 miles of improved water-frontage; that is, 404 miles of docks. This is half the distance between New York and Chicago. London has less than 200 miles of similar water frontage; Liverpool has less than 100 miles, while Hamburg, Antwerp, Rotterdam or Havre has each less than Liverpool. Practically all the available water frontage of these foreign ports has been absorbed by their docks, while New York has improved only a little over one-half of its available shore. When all the available coast line is improved, as it must be rapidly, it will measure nearly as many miles as lie between the Atlantic seaboard and the Mississippi River.

There is a new use for New York public parks. They are recommended as sanitariums for recovering from drunkenness. Friday a big policeman guided a drunken man through a gate of Bryant Park with the advice, "Go in there and sit down until you are sober."

The street railway car building industry increased generally four-fold between 1890 and 1905, viz.: From \$6,268,469 to \$24,281,317. The number of street railway cars built in 1905 was 4,094, valued at \$9,902,310. No cable cars were built, and only forty-two horse cars.

An enterprising scissors grinder of Los Angeles, Cal., has mounted his grinder on an automobile, using the car's power also to run the grinder, and now rides from place to place instead of walking.

SHIPPING CASUALTIES.

During the 25 years ended June 30, 1906, 6,146 wrecks and casualties to ships belonging to the United Kingdom have been attended with fatal results to 37,221 persons, of whom 31,319 were members of the crews, and 5,902 were passengers, pilots, or other persons not on articles of agreement.

The average annual loss during the 25 years was 1,489 persons, consisting of 1,253 members of crews and 236 passengers. Although the loss of life in 1905-6 was swollen by the loss of 131 lives (27 crew and 104 passengers) by the wreck of the "Hilda," the figures for that year show a decrease of 739 as compared with the annual average for the previous 24 years, the number of seamen lost being less by 618 and the number of passengers by 121 than the averages for those years. As regards seamen, the number lost was less than in any of the previous years, except three.

Charles Cork, of Aberdeen, Wash., a blind man, who is compelled to take much exercise in the open air, has walked on a boardwalk on his premises 2,530 miles since last May.

Edward Carnage, a one-legged negro of Macon, Ga., makes his living by street exhibitions of high jumping. Getting someone to hold his crutch breast high, he jumps over it like a kangaroo.

Rio de Janeiro has only artificial ice and only one factory to make it, with an equipment that is not up to date. The ice is sold by grocers at about 2½ cents a pound.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS. 133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y. 55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O. 37 Bridge Street
Telephone 552.
CLEVELAND, O. 31 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O. 719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS. 515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS. 1721 North Third Street
Telephone, Old Phone, 4423 L.
BAY CITY, MICH. 108 Third Street
OGDENSBURG, N. Y. 40 Ford Street
PT. WILLIAM, ONT., CANADA. Box 235
KINGSTON, ONT., CANADA. (Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS. 725 Quay Street
ERIE, PA. 107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O. 922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O. 510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis. Manltowoc, Wis.
Ashtabula Harbor, O. Marquette, Mich.
Buffalo, N. Y. Milwaukee, Wis.
Duluth, Minn. Saginaw, Mich.
Escanaba, Mich. Sandusky, O.
Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Flinch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry II. Roof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).
Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

A CURIOUS LAUNCHING ACCIDENT.

The warning against the hasty planning of great structures, emphasized on this continent by the failure of the Quebec bridge under construction, is repeated by the capsizing, on September 2, of a large Italian ocean steamer just after launching, which is said by a correspondent of Engineering (London, October 11) to have spread "a feeling akin to consternation" through Italian shipping circles. The vessel, the Principessa Jolanda, was the largest ever built in Italy, displacing 12,000 tons, and was for the South American service. Says the paper just named:

"The day fixed for the launch was a typical Italian day—bright sunshine, a cloudless sky, and delightful temperature. The trains from both directions of the Riviera took hundreds of eager spectators to the place, and many steamers, large and small, took other visitors down from Genoa, and the sea being quite smooth, these were largely patronized.

"Shortly after midday the naming took place in due form, the bottle of sparkling asti, decorated with flowers and the Italian colors, was broken in the traditional manner. Twenty minutes afterward the signal was given that all was clear and the vessel gradually began to move, quickly increasing her rate of speed, and amid the cheering of thousands, the hoarse tones of the whistles, and the shrieking of sirens, the launch was quickly and triumphantly completed. But no sooner was the vessel fairly afloat than she was seen to heel over in an alarming manner; the cheering ceased in an instant, and a dead silence followed; the effect of this and the huge mass of the vessel slowly going over was so horrifying to the spectators that they started to flee from the spot.

"The tugs had at once got hold of the vessel, and she was pulled round parallel to the shore. The inclination was to port, and by this time the water had reached the port-holes of the main deck, some of which had been left open, and the cabins quickly filled. She was soon on her beam ends, her funnels being about two meters clear of the water and parallel with its surface, and in that position she gradually subsided until all that was to be seen of that great steamer was a portion of her side, looking like the back of a whale, about a meter and a half (five feet) above the surface at its highest point."

The effect on the spectators is said to have been intense. That the ship should have disappeared in such a fashion was so horrifying that the onlookers could hardly speak. The officials responsible for the construction remained gazing at the spot as if they could hardly believe their eyes, while the workmen, who had been cheering themselves hoarse, began to weep and hug one another in a state bordering on delirium. To quote further:

"Bad as the disaster was, it was not rendered still worse by loss of life, for the disappearance was so gradual that all on board were got off before the hull went under.

"The vessel appears to have been fully insured, but no arrangements seem yet to have been made for her salvage. The authorities of the Italian Navy placed the whole of the available resources of the Spezia dockyard at the disposal of the company, and as Genoa is the headquarters of the Italian salvage companies, who are known all over the world for their competence in ship-

salving, there was plenty of material and experience ready to hand for getting her up. Meanwhile she is lying on a bottom of sand and very small stones, and as she is nearly submerged, no great harm can come to her as long as the weather is not very bad."

THE OTHER OX IS GORED.

When a few San Francisco hoodlums tormented a Japanese restaurant keeper and broke a few panes of window glass, the mild-mannered Orientals kicked up an international row over the occurrence. The entire Japanese nation assumed that all America was engaged in the affair, and dire threats of war were heard. It was, of course, very farfetched to make an international affair of the incident, but it has perhaps established a precedent which will lend interest to another outrage. This was the looting of an Indian village on Alitak Bay, and the incident has just been reported to United States Consul Smith at Victoria. The report as printed in the Victoria Colonist says:

"The looters landed from their schooner, which called for water early in the summer, and broke open the houses right and left. All manner of things were dragged from the houses. Some rifles and other personal property of the villagers, including two or three gold watches and other valuables, were carried away. Doors were torn from the hinges, windows broken and other depredations committed. The few old men who remained were too feeble to interfere and the raid went on unhindered. What food there was in the houses was taken, in fact every manner of article considered worth carrying away was looted."

It was not the Americans that engaged in this looting, and it was not a Japanese village that was looted. Instead it was the crew of a Japanese sealing schooner which had been raiding American sealing preserves in Behring sea. The loss fell heavily on the poor Indians, whose sole means of existence was the earnings of the men of the village during the summer fishing season, in which they were engaged at the time the raid was made. Of course there will be no jingoism or war talk over this outrage because the victims in this case are wards of the United States instead of Japanese. The incident, however, will not be forgotten when Japan sets up another international howl because some of her obstreperous subjects have their feelings hurt on American soil.—Portland Oregonian.

A Saxon firm has introduced a new road-binding composition for preventing dust. It is called apokonin, and is a mixture of the heavier residual oils obtained in the distillation of coal tar with high boiling hydrocarbons.

The Christian Science Church is to build a \$200,000 publishing house in Boston near the mother church, the various congregations throughout the world contributing the money required for the building.

Most of the new houses being built in the borough of Brooklyn are of frame construction, costing on an average of \$4,100 each, while a majority of those in the Bronx are of brick, each one costing about \$6,500.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
PORT TOWNSEND, Wash., 114 Quincy St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., 821 Alakea St., P. O. Box 314

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Steuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.

SAN FRANCISCO, Cal., 93 Steuart St.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Or., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA 29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on this Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str, where important news is awaiting him.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco, 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898, at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

William L. Nelson, No. 901, who is supposed to be sailing on this Coast, is inquired for by his aunt. His personal description is the following: Age 17, weight 160 pounds, height 5 feet 8 inches, dark complexion. Anyone knowing his whereabouts will please communicate with Mrs. M. Kirk, 1722 Twelfth avenue South, San Francisco.

PRESIDENT GOMPERS' REPORT.

(Continued from Page 7.)

generally known, it is nothing less than willful untruth and misrepresentation for any one to declare that it is our purpose to obtain any special privilege, particularly the undesirable and unenviable liberty of creating a privileged class of wrongdoers.

When the real purposes and high aspirations of our movement and the legislation it seeks at the hands of the law-making power of our country shall be better understood by all our people, and the great uplifting work which we have already achieved shall find a better appreciation among those who now so unjustly attack and antagonize us, our opponents will be remembered for their ignoble work and course.

The injunctions against which we protest are flagrantly and without warrant of law issued almost daily in some section of our country and are violative of the fundamental rights of man. When better understood, they will shock the conscience of our people, the spirit and genius of our republic.

We shall exercise our every right, and in the meantime concentrate our efforts to secure the relief and the redress to which we are so justly entitled.

Not only in our own interest, but in the interest of all the people of our country, for the preservation of real liberty, for the elimination of bitterness and class hatred, for the perpetuation of all that is best and truest, we can never rest until the last vestige of this injustice has been removed from our public life. * * *

Ship Subsidy Schemers.

In compliance with your instructions, together with the Legislative Committee of the American Federation of Labor, I entered protest against the passage of the measure commonly known as the Ship Subsidy Bill, not merely because the ship subsidy proposition in itself, but particularly because it gave no proper consideration to the rights and interests of the seamen, but on the contrary, under the pretense of creating a volunteer naval militia from among the enlisted men, it proposed practically to introduce compulsory naval service in time of peace or war from the men employed in the merchant marine. This subject was fully covered in my report to the Minneapolis convention.

When the Ship Subsidy Bill was under consideration I unearthed and exposed a scheme of the promoters of the ship subsidy who undertook to suborn and corrupt one or two men in New York so as to make it appear that the men of organized labor were in opposition to the American Federation of Labor upon this measure. The forgery of names of officers of unions, counterfeit seals and letter heads, to send out fraudulent appeals to organized labor of the country for the support of the bill in opposition to the American Federation of Labor, were a few of the means employed. The entire expose was placed before the prosecuting officers of New York City, before the Committee on Merchant Marine and Fisheries and published in full in the January, 1907, issue of the American Federationist.

The bill was defeated by Labor, the corrupt methods of the ship subsidy promoters to the contrary notwithstanding. But that the bill will make its appearance in future Congresses no one who knows the caliber and character of its promoters will doubt. You should give further directions so that your officers and representatives may govern themselves accordingly.

It may be interesting to note that the known interests as well as the secret promoters of the ship subsidy bill are the chief opponents not only to labor's eight-hour bill but to all of the relief legislation for which labor has declared.

Anti-Pilotage Bill Killed.

The Littlefield bill for the abolition of compulsory pilotage of vessels was pressed to a conclusion by him in the second session of the last Congress. Our Legislative Committee reported upon it as follows:

"This was one of the measures that he (Littlefield) took occasion during last fall's campaign to defend and through it incidentally availed himself of the opportunity to denounce the American Federation of Labor and its officers for their opposition to that bill. When it was called up by that gentleman in the House, he felt absolutely confident of its passage, but the measure was fought just as stubbornly by the representatives of labor to the last moment. A long debate took place upon the bill, and on a standing vote being taken it appeared as if the bill had passed by a vote of one hundred and twenty-seven ayes to one hundred and sixteen nays; but the opponents of the bill, being on the alert, demanded a roll call, which resulted as follows: in favor of the bill, 109; opposed, 165. Thus, one of the pet bills of Mr. Littlefield, the notorious opponent of labor and special advocate of the Manufacturers' Association, received its quietus."

Seamen—Longshoremen.

In connection with the general subject of jurisdictional disputes, your attention is called to the fact that in the dispute existing for a considerable period of time between the International Seamen's Union and the International Longshoremen's Association, the Pittsburgh convention di-

rected that the two organizations should select two representatives each, these four to select a fifth, to determine the right to the use of the name, "Marine and Transport Workers," in addition to that of the International Longshoremen's Association, and as to certain classes of work coming under their respective jurisdictions. The conference was held under these instructions, and an effort made to have both parties come to a mutual agreement, but without success.

THE REPRESENTATIVES OF BOTH ORGANIZATIONS SELECTED A FIFTH PERSON AS ARBITRATOR, ONE IN WHOM THEY BOTH EXPRESSED THEIR CONFIDENCE AS TO HIS ABILITY, HONESTY AND IMPARTIALITY. THEY DECLARED IN ADVANCE THAT THEIR RESPECTIVE ORGANIZATIONS WOULD ABIDE BY THE DECISION AND AWARD WHICH HE MIGHT RENDER; YET WITHIN A FEW WEEKS AFTER THE AWARD AND DECISION WERE RENDERED I WAS OFFICIALLY INFORMED THAT THE CONVENTION OF THE INTERNATIONAL LONGSHOREMEN'S ASSOCIATION HAD REJECTED IT.

This case is cited, first, as a matter of fact and record; and, second, to show that at times when representatives on behalf of their organizations declare in advance that they will abide by a decision or award of an arbitrator, their organizations may decline to hold themselves bound thereby.

America's Labor Press.

I can not adequately express my own appreciation and the deep obligation I feel that our fellow-workers owe to the magnificent labor press of America. It is of immeasurable value to labor to have a regular publication, not only to espouse its cause in a specific, general, theoretical or academic character, but one which will put the "best foot forward" and express the right word at the right time in defense and in advocacy of labor's rights. The influence of the labor press is even as wide if not wider outside of our own ranks than is generally known or acknowledged. A bona fide labor paper, apart from the direct good work which it does, compels the general public press to be more decent in its consideration of and attitude toward our cause and our movement. I regard it as an imperative duty which all members of organized labor should perform to give their moral and financial support to the labor press of our country.

Conclusion.

The year passed has been one of the most exacting of the many years of what I may, with some degree of justice, say has been a busy life. The duties devolving upon me are manifold and of a widely divergent character. To give to all our men and organizations the best advice and the most ready assistance at all times is my endeavor; to carry out and comply fully with the constitutional provision of the American Federation of Labor applying only to the president—that is, that he "shall devote his entire time to the Federation"—is what I most earnestly strive to do.

It is not generally understood how varied and constant are the duties which devolve upon the president of the American Federation of Labor, particularly if his sole aim, purpose and ambition are to serve his fellow-workers to the fullest. I realize that without the advice and co-operation of my colleagues of the Executive Council and the officers of all our organizations, whether national, State or local, without the support of our organizers and representatives, much of that which I have done or attempted to do could not have been accomplished.

I am conscious of this one fact: That I have endeavored to give the best that is in me, the best of which I am capable, for the protection, advancement and fulfillment of the highest and deepest interests of our fellow-workers and my fellow-men. There is not in my heart one feeling or in my mind one thought other than that which aims to aid in the achievement of the noblest impulses and aspirations of the hosts of labor.

If time shall deal kindly with me, it is my sincerest desire, whether in office or taking my place in the great rank and file, always to aid in giving voice to the underlying principles and philosophy of the labor movement of my time—the labor movement which stands for justice now and is the guiding star of hope for the future.

To live to be of service to one's fellows, to aid in the effort to make this day and the days to come better than the day that has passed is an inspiration and a reward that exalts beyond the conception of our ignorant or sordid opponents.

To be regarded as one who, even in a moderate degree, may be looked upon as an exemplar of that faith and hope is my highest ambition. To the fullest attainment of the principles and purposes for which our movement stands, I hope to live only that I may serve and aid.

Fraternalty yours,

SAMUEL GOMPERS,
President American Federation of Labor.

Secretary Morrison's Report.

The report of Secretary Frank Morrison contains exhaustive statistical information relating to the past and present membership of the Federation, as well as its financial standing for this and preceding years.

The following is a summary of the financial transactions for the year beginning October 1, 1906:

Receipts.

Balance on hand October 1, 1906.....	\$113,540.60
Per capita tax.....	\$112,238.06
Supplies	15,782.01
Federationist	25,310.56
Assessment, I. T. U.....	2,338.25
Assessment, Textile Workers	388.94
Defense Fund	17,143.65
Premiums	1,128.79

174,330.26

\$287,870.86

Expenses.

General	\$122,350.35
Federationist	23,560.70
Assessment, I. T. U.....	2,338.25
Defense Fund	10,893.78
Premiums	817.76

159,960.84

Balance on hand, October 1, 1907...\$127,910.02

Recapitulation.

In General Fund.....	\$ 24,831.13
In Defense Fund	103,078.89

\$127,910.02

During the year 373 charters were issued to International, National, State, Central, Local Trade and Federal Labor Unions, divided as follows:

International	3
State	1
Central	72
Federal Labor Union	93
Local Trade Union.....	204

Total373

A summary of the benefits paid by International and National organizations during the year follows:

Death benefits	\$1,076,000.22
Death benefits members' wives (six organizations having such a provision in their laws).....	42,575.00
Sick Benefits	712,536.02
Traveling benefits (eight organizations)	3,535.00
Tool Insurance (four organizations)	10,926.86
Unemployed Benefits (six organizations)	26,984.20

The defense fund, from which strike benefits are paid to local and federal unions directly affiliated to the American Federation of Labor stands as follows:

Balance on hand in Defense Fund, Oct. 1, 1906.....	\$96,829.02
Received in Defense Fund.....	17,143.65

\$113,972.67

Paid out of Defense Fund.....10,893.78

Balance in Defense Fund Oct. 1, 1907..\$103,078.89

Following is the average membership paid upon during the past eleven years:

1897	264,825
1898	278,016
1899	349,422
1900	548,321
1901	787,537
1902	1,024,399
1903	1,465,800
1904	1,676,200
1905	1,494,300
1906	1,454,200
1907	1,538,970

A synopsis of the proceedings of the convention will be published in a future issue of The Journal.

A libel was filed in the United States District Court at San Francisco, on November 29, by August Krebs against William J. Woodside and other owners of the schooner San Buenaventura to recover \$700.33 wages and advances made by him which he claims are due him as master of the schooner. The libel recites that he was engaged as master at \$110 a month by Woodside, the managing owner, and he took command March 4th of this year; that after making one voyage from San Francisco to Coquille River he started on another voyage from San Francisco to Tillamook, Or., but on reaching that port the schooner was attached by the sheriff of Tillamook County under a process from the Superior Court. He alleges that, though he notified the owners, they did nothing toward releasing the craft from the legal shoals and that on October 7 he left the San Buenaventura, still in the clutches of the sheriff, and came to San Francisco. He alleges that while his wages and the money he advanced to feed himself and crew aggregated \$803 he has only received \$146.67 and wants the balance.

No progress has been made by representatives of the Department of Justice in San Francisco toward the settlement of the case involving the title to certain swamp land adjacent to Mare Island Navy Yard. Recommendation has been made that the United States should purchase private titles of land lying immediately north of the island before they become more valuable.

World's Workers.

Taking into consideration all the surrounding circumstances, agricultural laborers are now better paid in England and Scotland than in Queensland.

The New South Wales Government is about to appoint a commission to inquire whether the use of electrical coal-cutting machines in mines affected by gas is dangerous.

The Wairarapa (New Zealand) Farmers' Co-operative Association, having dispensed with middlemen, made a profit of nearly £20,000 during the past twelve months.

In consequence of a dispute over an agreement between the employers and the boilermakers, the labor barometer in the shipbuilding trade of Great Britain at present shows "stormy."

The latest Board of Trade Labor Gazette to hand from Great Britain reports that in July 199,900 wage-earners received an increase in wages, while only 300 sustained decreases.

A bill is to be brought forward in the Commonwealth Parliament extending the Workmen's Compensation Act to all seamen who are employed on vessels engaged in Australian waters.

John Burns, President of the Board of Trade in Great Britain, is visiting the labor colonies in Germany, with a view of gaining information to assist in solving the unemployed problem.

A big effort is being made by the Sydney Trades and Labor Council to induce all unattached unions to become affiliated with the Council, as it is well known that strength united is stronger.

Over 100 manufacturers of excisable implements in South Australia have secured exemption from the operations of the new tariff, by making a declaration that they pay fair wages to their employees, and observe reasonable hours of labor.

An international congress of delegates representing printing trades has been held recently in Paris. France, Germany, Hungary, Croatia, Serbia, Italy, Luxembourg, Belgium, Denmark, Sweden, Portugal, sent representatives, as did the London Society of Compositors and the Scottish Printers' Union.

In a reference to the recent Belfast strike for the recognition of union officials, Lloyd's Weekly bravely declares that "in these days, when trade unionism is a recognized element in industrial life, it would be intolerable if any workman were penalized for acting in defense of what he regards as his rights."

According to the returns made to the Belgian Labor Department, 1.3 per cent of the 42,420 members of 137 Trade Unions reporting were unemployed towards the latter part of the month, as compared with 1.5 per cent in the previous month and 1.9 per cent in August, 1906. These figures do not include particulars relating to miners, home workers, or agricultural laborers.

Returns showing the number of members unemployed in August were received by the French Labor Department from 953 Trade Unions with an aggregate membership of 224,135. Excluding returns from the Miners' Unions in the Pas-de-Calais Department, 8.4 per cent of the members were described as unemployed, as compared with 6.0 per cent in the previous month, and 7.5 per cent in August, 1906.

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PHONE EAST 4441

33 Union Ave. Portland, Oregon

Portland, Or., Letter List.

Andersen, Fritzof	Larsen, F. -1113
Andersen, Geo. Chr.	Lyche, Harris M.
Andersson, A.	Lindeman, A.
Arras, Moritz	Langvardt, Christian
Behrens, Emil	Lang, G.
Bjorkman, Chas.	Le Fevre, Louis.
Blum, Peter	Lange, F.
Boose, Paul	Lettre, Honore
Rauwens, Edmon	Mack, Hans
Benson, John T. -143	Matson, Viknor
Bergh, Edw.	Marks, S. W.
Dalton, Thomas H.	Nelson, Chas.
Eriksen, E.	Nilsen, Edvin
Ehlers, Henry	Nordstrom, Knut O
Elving, Gust	Nurml, E. W. -865
Engbrethsen, Daniel	Nurmlen, J. V.
Eliassen, O. E.	Olsen, Andy -754
Frost, Hans	Olson, Albert
Goethe, Viktor B.	Olson, Olaf

Tacoma, Wash., Letter List.

Tonkin Monday	Johansen, Hjalmar
Ames, George	Kalberg, William
Anderson, Chas. -907	Kolp, Otto
Anderson, Axel	Kristensen, Jens
Anderson, J. -1514	Larg, Gust
Anderson, Albert H.	Lindroos, A. W.
Bartels, Herman	Mattison, Emil
Bosch, Hans	Mittomeyer, J. F.
Carlson, Axel Aug.	McGinlay, Patrick
Eidsvaag, Peter S.	Mulley, James
Eliason, Carl	Nielsen, Jens
Erlund, Hans P.	Olsen, Sigvald O.
Ekeland, Sigurd	Olsen, Martin
Follis, Geo.	Rasmussen, Akion
Frick, M.	Rehbein, Ernst
Guyader, Georges	Rosenfold, Isak -712
Johannsson, K. J.	Russell, Ed
-1396	Skaanes, Olof
Johanson, Anton	Tidamann, Charlio
-2126	Tollefsen, Andreas
Johansson, Frederick	Tonge, N. W.
-1856	Winnir, C. B.

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PORT TOWNSEND, WASH.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan	Johnson, Herman
Ahrens, A.	Johnson, Frederick
Akesson, H.	Kahlbelzer, F.
Alness, Johan	Karlson, Victor
Allender, H.	Kammer, G.
Anderson, James	Karlson, G. -622
Anderson, H. M.	Karsberg, C.
Anderson, W. -141	Kahstedt, A.
Anderson, A. -1520	Karspersen, K.
Anderson, F.	Karlson, A.
Anderson, L. F. -735	Kanfold, Ed.
Anderson, Andrew	Kahling, J.
Anderson, Chas.	Kinlock, W.
Anderson, A. B.	Klahn, C.
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Sonderman, G.	Ulstad, J. S.
Straten, W. Van	
Stander, B.	Viastad, T. P.
Storr, W. T.	Valentine, G.
Steine, I. L.	Vanous, Geo.
Steen, Ivar	Vidot, W.
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Storness, A. O.	Woodhull, C.
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Kohne, E.	Schmidt, A.



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Pt. Townsend Letter List.

Encbom, Carl R.	Larsen, Anton
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Grew, Jorgen	Olsen, Alfred
Heine, C.	Stachenssen, C.
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Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

Labor News.

The American Federation of Labor
virtually decided to make the eight-
hour day its paramount issue.

Orders have been issued at the
Greenville, Pa., plant of the Shelby
Steel Tube Company calling for the
discharge of all foreign workmen as
soon as their places can be filled by
Americans.

Twenty-five hundred employes of
the American Sheet and Tinplate
Company in the Shenango Valley are
idle owing to trade depression. Prac-
tically all of the iron and steel com-
panies of the valley are following a
retrenchment policy.

On November 1 the Penn Iron
Works, at Lancaster, Pa., employing
about 500 hands, shut down, as was
then supposed, for a few days. Later
all of the men were paid off without
any notice being given when the mill
would resume operations.

According to a dispatch from the
City of Tepec, all work on the exten-
sion of the Southern Pacific Railway,
which is to connect the city of Guad-
alajara with the United States, has
been abandoned for an indefinite pe-
riod. The cause of the shutdown has
not been made public.

The members of the Vallejo (Cal.)
Trades and Labor Council are at pres-
ent busy perfecting plans for the en-
tertainment of the members of the
State Federation of Labor, which will
hold its annual session in Vallejo in
the early part of January. It is ex-
pected that over 500 delegates will be
present.

Employees of the three shoe fac-
tories of Rice & Hutchins, at Marl-
boro, Mass., numbering 2200, were
notified on November 11 that a half-
time schedule of work would be in-
augurated for an indefinite period.
Charles W. Curtis, resident manager
for the company, said that the reduc-
tion is made necessary by market con-
ditions and uncertainty regarding the
future.

A jury in the United States Court
at Pensacola, Fla., on November 28,
returned a verdict of guilt in the case
of Thomas Graham and J. B. Graham,
prominent Naval store operators of
South Alabama, charged with holding
Jim McCants, a negro, in peonage.
The Grahams were charged with fol-
lowing the negro to the Mays turpen-
tine camp in Florida and taking him
back to Alabama after a pitched bat-
tle with revolvers.

Soon there will be no more peace-
ful hours of slumber for colored por-
ters on Burlington trains. In re-
sponse to insistent appeal from the
traveling public, the Burlington has
decided to put what the porters call
an "infernal" machine in every Pull-
man operated. This is a self-register-
ing thermometer, which makes black
streaks on a sheet of paper. If the
porter fell asleep and the heat went
up to 100, or if he let chilling blasts
creep in, the "infernal" machine will
detail the story.

Unemployed laborers from the
United States are pouring over the
Niagara frontier into Canada, drawn
there by tales of great Canadian pros-
perity and of a demand for labor in
the railway construction camps. Hun-
dreds land in Canada paupers, and as
there is no work for them, it is al-
most certain they will be compelled
to spend the winter as vagrants.
United States officials, it is claimed,
when these men seek to return, refus-
all but American citizens. All others
are required to pay a \$4 head tax.



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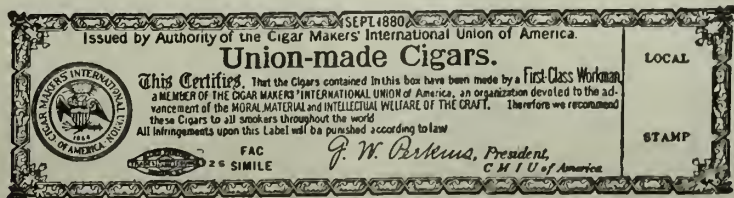
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News from Abroad.

Spain plans to greatly strengthen its navy, it was announced in Madrid. Henry Forman flew a kilometre in his aeroplane at Paris and easily returned to the starting point.

The Japanese Government appropriated \$5,000,000 for national exposition at Tokio in 1912.

Twenty arrests were made at Warsaw in connection with a plot to sell Russian military secrets to Germany.

A French naval officer confessed to being a spy and to negotiating with a foreign Power looking toward the sale of secrets.

Hawaiians were caught by the failure of a purported "rich quick" concern in Honolulu, of which a student at Columbia University was the head.

Wireless telephoning is being conducted, it was announced in Berlin, over fifty and sixty miles by a German company.

Peruvian troops suddenly attacked a Brazilian fort, put the garrison to flight and seized the Brazilian town of Tabatinga.

It was reported that the mysteriously missing "Dublin Castle jewels" had been restored to the safe from which they were taken last July.

Aguinaldo in an interview praised Secretary Taft for what he had accomplished by his visit to the Filipinos.

The new cure for diphtheria, pyozyanase, it was declared in Berlin, had proved much more effectual than antitoxin.

Commodore R. D. Bucknam, an American and naval adviser of the Sultan, has been promoted to the rank of Rear-Admiral in the Turkish navy, with the title of Pasha.

British and French comment on the visit of the Kaiser gave rise to an impression that the object of the imperial coming might be to eat humble pie, in view of the Anglo-French entente.

The Correspondenza Romana, a Vatican organ, protested against the assertion that the hierarchy of the Catholic Church is composed entirely of Italians, pointing out that high positions are held by Spaniards and Germans.

What is believed to have been an attempt on the Czar's life occurred on the railroad to Peterhof, when several men were discovered in the act of cutting a semaphore wire a few hours before the imperial train was expected.

Vice-Admiral Count von Baudissin, who commanded the imperial yacht Hohenzollern, in 1901, during the visit of Prince Henry of Prussia to the United States, will shortly, it is understood, be appointed chief of the general staff of the navy, succeeding Admiral von Buechsel.

A new death test which absolutely precludes the possibility of burial alive has been discovered in Paris. Experiments have been shown that radiographs of bodies taken even a few minutes after death reveal clearly the outlines of all the organs, whereas if the radiographs are taken during life the organs are not revealed.

Notwithstanding the jury's finding in the first test case making the English insurance companies responsible for the damage done by the conflagration at Kingston, Jamaica, in January last, which, it was proved, started several minutes before the earthquake occurred, the companies are determined to continue the fight by appealing to the Supreme Court.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aaltonen, R.
Aasen, Alfred
Ackerson, P.
Absatonsen, Ole
Aamson, John
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Barney, H. E.
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Eaton, George
Fanning, Chris
Farley, Wm.
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Faulkner, John
Fennen, O. H.
Fichter, Philip
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Fiedler, K. E.
Fitzgerald, Harry
Flynn, P.
Folli, George
Folts, Frank
Gad, Sophus
Gahling, Karl
Garten, M.
Gartz, Wm.
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Goodhoop, H.
Goodman, Carroll
Gonnar, John
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Johansen, Oscar
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Kittelsen, Chr. Th.
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Klemo, Alf.
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Laakonen, J. V.
Laine, W. E.
Lan, Gust
Landquist, Ossian
Lang, Gus
La Pierre, Felix
Larsen, Lars
Larsen, -1290
Larsen, Ludvig
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Laughlin, M. M.
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Lehtonen, J.
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Livense, J.
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Madsen, J. G.
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Maitov, M.
Malmgren, W.
Mangels, Carl
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Marebeck, S.
Markmann, H.
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Martin, Frank B.
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O'Connor, Geo.
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Olander, Anton
Olsen, George A.
Olsen, Eugene
Olsen, Anton
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Paulsen, -920
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Payne, R.
Pernson, John
Pedersen, Olaf
Penney, Matt
Perdvals, Wm.
Persson, Hannah
Persson, Sjonan
Persson, -709
Persson, Nells
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Persson, N. P.
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Johnson, John Aug.
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Jorgensen, Alfred
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Jorgensen, Johan
Jorgensen, Theo.
Jorgensen, A. P.
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Lindstrom, John
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Lobach, F.
Loemcke, A. T.
Lofman, K.
Long, Harry
Loven, Paul
Lund, J. W.
Lund, Hans K.
Lundberg, Carry
Lundberg, Jacob
Lundberg, Fred
Lundgren, A.
Lunde, Ole
Lundquist, Erik
Lveverze, J.
Mayes, Yoel
McArthur, A. M.
McCallum, C. R.
McCarty, Jas.
McCormick, John
McFall, Fred L.
McGoldrick, Jas.
McLean, John
McLeod, John
Melander, C. G.
Melander, Carl
Mersman, A.
Mesters, Alfred
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Moren, H. E.
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Mulle, James
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Nilsen, Olaus
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Nilsen, A.
Nilsen, Donald
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Nilsen, Martin
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Nor, Chas.
Nordgren, Carl
Nordstrom, Oscar
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Nyman, Nils
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Olsen, Ingval
Olsen, Oscar F.
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Olsen, Harold
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Pettersen, Karl J.
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Pettersson, O. F.
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Petrovich, Wm.
Petzchner, Chr.
Pohl, Albert
Pohlmann, Hans
Pietzschmann, G.
Pilkkanen, J. V.
Pillm, A.
Pierler, J.
Powers, Walter
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Probst, R.
Rasmussen, H. P.
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Reese, W. -685
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Reynolds, Thomas
Richardson, Harry
Richter, Richard

Rintzo, John
Robinet, Geo.
Rogends, Gunnar
Roistad, O. E.
Rollo, R.
Rosengren, Frans
Saari, K. G.
Saderland, A.
Sakkarias
Sanders, Frank
Sandquist, G.
Seaburg, Gust
Schaffner, Ernest
Schoeffler, Alf
Scholtens, Ben
Schott, Hermann
Schmalkuche, Fr.
Schmidt, Alfred
Schmidt, Herman
Schrodt, A.
Schroeder, R.
Stange, Anton
Stark, H.
Staschau, John
Stein, G.
Stenzel, W.
Stern, Tom
Stolpe, Carl
Stonge, Anton
Strand, Chas.
Strokarah, Paul
Suckow, Franz
Sullivan, J.
Sundholm, Axel A.
Sundkvist, Chas.
Svanson, F.
Svedstrup, E.
Svensen, -1909
Svensson, Olof I.
Svensson, Anker
Svensson, -2095
Svensson, -1188
Svensson, Wiktor
Sverdl, Eugen
Sylvnholdt, Karl
Swanne, H.
Swanson, Ernest
Sylvain, Bloa
Thorne, Gus
Thorsen, Torger
Tipp, Joseph
Toddcken, Anton
Tolkeln, A.
Torgersen, J.
Torjussen, G. T.
Torvig, Olaf
Treder, Eugene
Trendl, Ludwig
Tum Rudolf
Turner, Willy
Tysp, Joseph
Uthby, Carl
Vidot, Wm.
Von Aspern, Wm.
Von Versen, E.
Vude, V.
Vypoinkei, J. L.
Verick, H.
Wagner, Claude
Wanders, Wm.
Waller, S. R.
Wakely, R. E.
Walker, E.
Wallace, O. G.
Walsh, Russell
Walters, Erik
Walton, Henry
Weber, Chas.
Werner, Paul
Westboe, Thor.
Westenberg, N. G.
Westlund, Paul
Westerman, Jacob
Zalt, Hermann
Zimmerman, Fritz
Zexa, F.
Rosenholm, O.
Rosbeck, Gus
Roth, Svend T.
Rudberg, Carl
Runak, Hans
Soderland, A.
Sonntag, Franz
Soto, Pedro
Spear, Marcus
Speckmann, M.
Speer, Kurt
Springborn, Max
Stange, Anton
Starker, H.
Staschau, John
Stein, G.
Stenzel, W.
Stern, Tom
Stolpe, Carl
Stonge, Anton
Strand, Chas.
Strokarah, Paul
Suckow, Franz
Sullivan, J.
Sundholm, Axel A.
Sundkvist, Chas.
Svanson, F.
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Svensen, -1909
Svensson, Olof I.
Svensson, Anker
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Svensson, -1188
Svensson, Wiktor
Sverdl, Eugen
Sylvnholdt, Karl
Swanne, H.
Swanson, Ernest
Sylvain, Bloa
Thorne, Gus
Thorsen, Torger
Tipp, Joseph
Toddcken, Anton
Tolkeln, A.
Torgersen, J.
Torjussen, G. T.
Torvig, Olaf
Treder, Eugene
Trendl, Ludwig
Tum Rudolf
Turner, Willy
Tysp, Joseph
Uthby, Carl
Vidot, Wm.
Von Aspern, Wm.
Von Versen, E.
Vude, V.
Vypoinkei, J. L.
Verick, H.
Wagner, Claude
Wanders, Wm.
Waller, S. R.
Wakely, R. E.
Walker, E.
Wallace, O. G.
Walsh, Russell
Walters, Erik
Walton, Henry
Weber, Chas.
Werner, Paul
Westboe, Thor.
Westenberg, N. G.
Westlund, Paul
Westerman, Jacob
Zalt, Hermann
Zimmerman, Fritz
Zexa, F.

Aberdeen, Wash., Letter List.

Amersen, Emil
Amersen, Engel
Alcartsen, Fr.
Andersen, A.
Anderson, John
Anderson, A. -1520
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Braun, Wm.
Campbell, G.
Cederholm, B.
Christensen, N. -1066
Carlson, F. O.
Capello, H.
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Diedrichs, Chas.
Eising, E.
Edasen, E.
Ecklund, Aug.
Erickson, J.
Fuchs, Jack
Goddart, M.
Gullaksen, H.
Hansen, Carl
Hansen, Alfred
Harbeck, Th.
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Jensen, N. C.
Jurgensen, H.
Jacobson, Johan
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Kjellgren, A. B.
Lundholm, E.
Lanty, Alf.
Linden, M. A.
Larsen, Knut
Ludlow, Jim
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Larsen, Victor
Mortensen, Wm.
Nielsen, Edwim
Nielsen, Anders
Norrmann, P.
Nystrom, R.
Overwick, Th.
Olson, E. M.
Olsson, Enock
Pettersen, A. -1220
Prager, H.
Palmroth, C. E.
Penroy, L.
Peterson, Harald
Ryden, Oskar
Rahm, Carl
Sanquist, C. G.
Soderstrom, G.
Sanders, Frank
Stein, G.
Svensson, B.
Sheltens, G.
Sundersen, John
Swanson, Ben
Svensson, S.
Schade, W.
Thogersen, T. Ch.
Turnquist, E.
Thorsen, Tye
Thornhill, D.
Thornstrom, Thom.
Westergreen, Carl
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Vongher, E.

Eureka, Cal., Letter List.

Andersen, Olaf
Armi, Walter
Bastram, C.
Corlissan, Oscar
Ekwall, Gust. A.
Eynstane, W.
Fairig, John
Fleure, Georges
Gustafson, Edrow
Hamening, Fritz
Jensen, Hans
Johansen, Hans
Johnsen, J., No. 25 Weststrand, C. F.
Knaff, Fritz
Knudsen, Jacob E.
Larsen, Charley
Larsen, Martin
Nylund, Sven
Nicolle, Sant
Olson, A.
Potugansk, R.
Swenske, Carl
Spetselan, Bent
Tharesen, Peter
Wehde, Fritz
Johnsen, J., No. 25 Weststrand, C. F.

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John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

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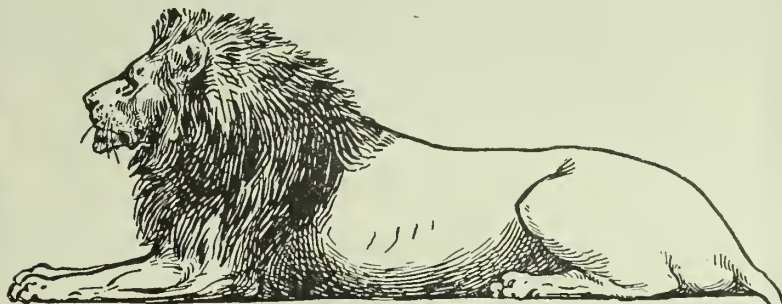
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Mr. Lyons invites his friends and the public generally to visit his new
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Cloths that has ever been displayed on the Pacific Coast. These goods range
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not make a mistake—LOOK FOR THE NAME AND NUMBER.

Domestic and Naval.

Thirteen Confederate flags, after
being cheered by Annapolis midship-
men and paid all honor by United
States naval officers, were placed in
the Maryland State House.

General Alexander McKenzie rec-
ommended in his report on expendi-
tures for the army engineers, which
was made public in Washington, that
\$900,000 more be spent on Cold Spring
Inlet.

Captain William J. Barnett, a mem-
ber of the General Board of the Navy,
has been selected for the position of
superintendent of the Naval Observa-
tory, to succeed Admiral Asa Walker,
retired.

News has been received from Tas-
mania of the wreck of the Norwegian
bark Alfild. Five men were drowned
and the captain and six others, who
had been lost in the woods after re-
gaining shore, were still missing when
the steamer Aorangi left Sydney.

Within the last month the London
marine insurance market has several
times been congested, as a result of
the enormous shipments of gold and
bullion to New York. Reinsurances
were effected at five times the current
rate of premium.

Henry McCrea, son of Captain Mc-
Crea, one of the best known of Amer-
ican naval officers, now in command
of the battle-ship Georgia, has re-
signed from the Navy, in which he
held a commission of paymaster, to
go on the stage.

The Hamburg-American Steamship
Company has raised its lower deck
passage rates between New York and
Hamburg by \$12.50 on the fast steam-
ers and by \$10.50 on the slow steam-
ers. This increase is made because
of the enormous traffic from America.

Secretary Metcalf has signed con-
tracts aggregating \$2,270,000 with the
Electric Boat Company of New York
for the construction of seven sub-
marine torpedo boats, several of the
same size and type of the Octopus
and others of the same type but
larger.

Lloyd's Register of British and
Foreign Shipping reports that during
the quarter ended June 30, 1907, 45
steamers, of 74,478 tons gross, and 64
sailing vessels, of 41,853 tons gross,
were totally lost, condemned, etc. Of
these, 24 steamers and 12 sailing ves-
sels were British, 1 steamer and 15
sailing vessels were American, 6
steamers were German, 1 steamer and
16 sailing vessels were Norwegian.

The Vacuum Oil Company, an Am-
erican concern, has been supplying
the Swedish navy with oil. Now Ma-
rine Director Engstrom reports that
the navy lost 180,000 kroner (\$45,000)
last year as a result of the arrange-
ment. The competitors of the con-
cern allege that the Americans have
been favored by the Quartermaster's
Department. The matter has caused
some commotion and a sensational
investigation is expected.

The German government has re-
cently placed a contract with Messrs.
Blohm & Voss, of Hamburg, for a
large cruiser, which will cost £1,800,-
000. The new vessel will be fitted
with Parsons turbines. The remark-
able superiority in speed attained by
the turbine-driven torpedo boat "G
137" over a sister vessel fitted with
reciprocating engines, and the trial
performances of the turbine cruiser
"Stettin," which developed a speed of
25.8 knots, has doubtless led to the
use of the turbine.

With the Wits.

Information.—Pedestrian—"What is the quickest way to get to the County Hospital?"

Policeman—"Break a leg."—Chicago News.

The Ruling Passion.—Great Specialist—"I am sorry to tell you but you are not going to get well."

Skinflint—"Then, for goodness' sake, quit coming and send in a cheaper doctor."—Brooklyn Life.

Not Polite as the Neighbors.—Mrs. Nexdore — "Professor Adagio called at our house yesterday and my daughter played the piano for him. He just raved over her playing."

Mrs. Peprey—"How rude! Why couldn't he conceal his feelings the way the rest of us do?"—Philadelphia Press.

The One Advantage.—Jiggers—"Well, how do you like living in a flat?"

Jiggers—"Great! Splendid!"

Jiggers—"But you haven't as much room as you had in your house."

Jiggers—"That's just it—no room for my wife's relatives."—Cleveland Leader.

What Stung Him.—Mrs. Wayback—"I notice these here submarine torpedo boats are named after stinging things mostly."

Mr. Wayback — "Ye don't say? Wonder if any uv them are yet named 'Soap Agent,' 'Portrait Solicitor,' 'Rheumatiz Specialist,' or 'Patent Churn Peddler.'"—Puck.

Left Him There.—"Why, it's 10 o'clock!" exclaimed Mr. Staylate. "However, my train doesn't go until 11:13 and it's very pleasant here on the porch."

"I'm glad you like it," said Miss Subbubs.

"Yes, but-er-perhaps I'm keeping you up."

"Not at all. I'm going to lock up and go to bed now."—Exchange.

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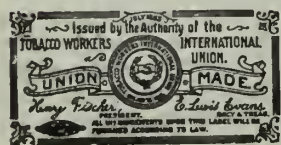
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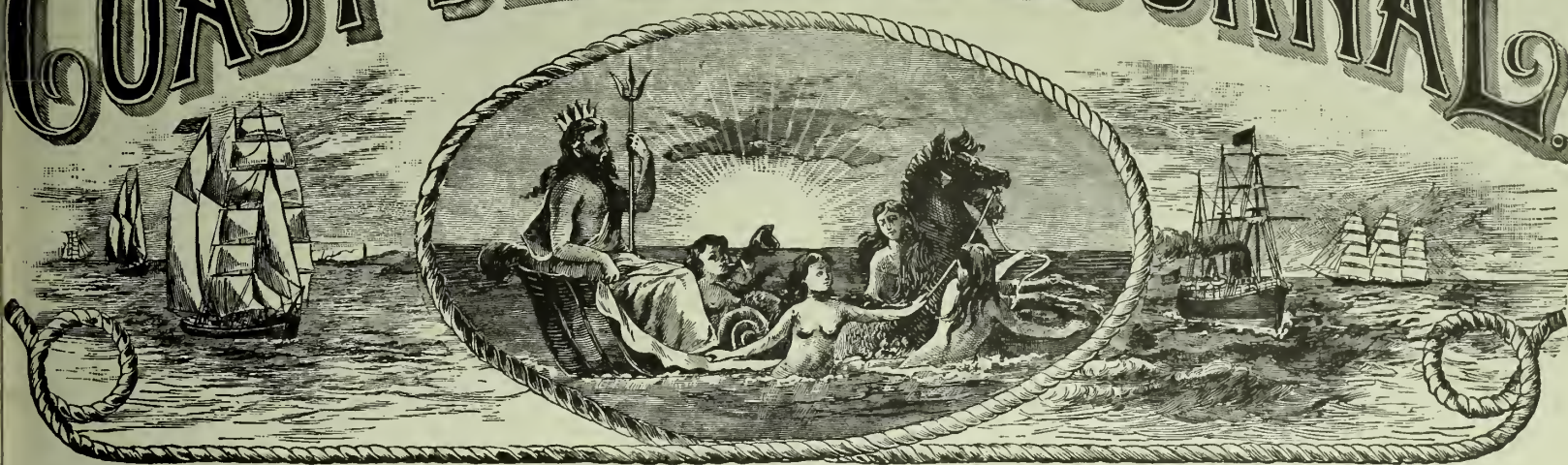
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 12.

SAN FRANCISCO, WEDNESDAY, DECEMBER 11, 1907.

Whole No. 1042.

A. F. OF L. CONVENTION.

THE first day's proceeding was reported in last week's issue of The Journal, there being little business transacted besides the reading of the annual reports of officers. But four protests were filed with the Committee on Credentials, namely—By International Seamen's Union against seating of delegates of International Longshoremen's Association; by International Hod Carriers and Building Laborers' Union against seating delegates of American Brotherhood of Cement Workers; by Brotherhood of Carpenters and Joiners against United Trades and Labor Council of Buffalo, N. Y.; by painters, Local No. 848, against seating of James P. Archibald for Brotherhood of Painters and Decorators. The Committee was instructed to report upon these protests Tuesday morning.

The following resolution, introduced by Vice-President Duncan, was adopted by a unanimous vote:

Resolved, That the twenty-seventh annual convention of the American Federation of Labor, through its executive officers, telegraph to Vice-President John Mitchell its sympathy in his present illness, express its gladness at the information of his convalescence, and trust that at an early date consistent with the seriousness of the situation, he will be fully restored to his customary activity and usefulness as a citizen and co-worker for the betterment and uplift of humanity.

Second Day.

At the opening of the morning session on Tuesday, President Gompers announced the appointment of the regular committees.

First Vice-President Duncan read the report of the Executive Council. Extracts from the report relative to matters not fully covered in the report of President Gompers follow:

The Executive Council held four meetings during the year. During the year the Council voted by letter or telegram upon 125 subjects submitted by President Gompers.

Charters were granted to three international unions as follows:

International Brotherhood of Composition Roofers, Damp and Waterproof Workers of United States and Canada.

National Federation of Postoffice Clerks.

Lobster Fishermen's International Protective Association.

Charters were issued to one State Federation of Labor; 72 Central Labor unions—204 local trade unions of which there are no international or national unions of that trade, and 93 Federal Labor Unions, making a total of 373 charters issued.

Benefits from the defense fund to directly affiliated unions were paid in the sum of \$10,789.78. The Council calls attention to the fact that many directly affiliated locals appeared to be misinformed on the provisions of Article XIII of the Constitution, relating to the defense fund, consequently in many instances applications for strike benefits were made where the provisions of the law had not been complied with, and, of course, were denied. The Council, with the purpose of

thoroughly informing all directly affiliated local unions on the subject, had issued a circular letter explaining in full the provisions of the Constitution relating to the defense fund.

On the subject of "Organization," the Council says in part:

"From the reports which have already been submitted to you by your President, Secretary and Treasurer, it has been made known to you that considerable progress has been made since our last convention. While we are pleased with the progress made, yet we realize the necessity for persistent and continued effort, and would, therefore, recommend the continuation of the work to organize the yet unorganized, and to bring about the affiliation of the yet unaffiliated organizations. We authorized President Gompers to communicate with the officers of the Western Federation of Miners at an opportune time with the view of the re-affiliation of that organization to the A. F. of L."

Commenting upon numerous appeals for financial assistance made by affiliated unions, the Executive Council says in part:

"In connection with the general subject-matter of appeals for financial assistance, we desire to repeat that part of our report to the Minneapolis Convention bearing upon this subject. It is as follows:

"We can not too strongly urge upon our organization not only the advisability but the necessity of providing and building up in time of peace a strong treasury which can be drawn upon by their members during the period of trade disputes and disturbances. It has been repeatedly demonstrated that not only strikes and lockouts have been lost by reason of the absence of a strong treasury, but that such trade controversies and disturbances could have and would have undoubtedly been averted, had the employers known in advance that there was a strong treasury back of the men to support them when out of employment.

"We want to again strongly recommend to our international unions that the dues of the membership of their local unions should not be less than \$1.00 per month. The funds of the unions are under their own control and direction to be used exclusively to protect and promote the interests of their respective memberships."

The Council reported that it had denied the application of the Flint Glass Workers for a charter, this organization having declined to agree to refrain from making bottles and fruit jars, which constitute a class of work performed by the Glass Bottle Blowers' Association, now affiliated with the American Federation of Labor.

In relation to various controversies between central bodies and various international unions which have arisen from time to time, the Council reported gratifying progress in dealing with the New York situation, agreements having been made that promise a speedy unification of the organized labor movement of the metropolis.

The long-standing controversy between the Brewery Workmen and the Engineers, Firemen and Teamsters, which resulted in the revocation of the charter of the Brewery Workmen during the year, was dwelt upon at length by the Council.

In the matter of the controversy between the Brotherhood of Carpenters and Joiners and the Amalgamated Wood Workers, the Council reported that the Carpenters, by referendum vote, had accepted the amalgamation agreement entered into at the Minneapolis convention, and that the Amalgamated Wood Workers had rejected it.

Labor Legislation.

The Council reviewed briefly the efforts of its Legislative Committee to secure the enactment by Congress of various labor measures. In concluding its report on this subject the Council says:

On last Saturday we had a conference with President Roosevelt for over an hour. We brought to his attention some of the principal subjects matter of legislation in which labor is primarily interested. These subjects were fully discussed and we urged favorable mention and recommendation thereon by him in his forthcoming message to the first session of the sixtieth Congress.

"We can not refrain from expressing our astonishment at the opinion rendered by the Attorney-General in regard to alien contract laborers being permitted to come to the United States upon the theory that when workmen in the United States are engaged in a lockout or in a strike, that therefore there are no workmen of like kind unemployed in the United States and that because of that fact contracts may be made with foreign workmen."

After the reading of the report of the Executive Council had been concluded and the document had been referred to a committee, the Committee on Credentials submitted a supplemental report recommending that the convention seat D. J. Keefe, T. V. O'Connor, Thomas Harrison, J. G. Noyes and J. E. Dwyer, with 320 votes, as delegates from the International Longshoremen's Association.

The convention concurred in the report of the committee.

Robert S. Maloney, Fraternal Delegate to the Canadian Trades and Labor Congress, submitted his report. In the matter of Oriental immigration, Delegate Maloney says:

"The most important matter debated was the world-wide issue of Oriental immigration. The Congress went on record in no uncertain sound on this matter. It declared that Canada must be preserved for Canadians. It asserted that their nation must be a white man's country. And in order to enforce these demands the Congress decided to remain in the political field. This question is essentially an economic one, and still it will become the most important political question in the Dominion. Then again, the question is an international one. The British Empire is in close alliance with Japan, and it will be most difficult to prevent Oriental immigration. Indeed, it is hardly possible to see anything but the most complicated situation. Western Canada as a whole will never consent to unrestricted Asiatic immigration, and it is probable that the British Government will not consent to take such action as will, or would be construed as an insult to Japan. The working people of Canada are extremely insistent on this question, and the outlook, to my mind, is that labor there will succeed in this contention."

Third Day.

The report of the delegates to the fortieth annual convention of the British Trades Union Congress—John T. Dempsey of the United Mine Workers and W. E. Klapetzky of the Journeymen Barbers—was the principal matter presented at the third day's session. The report was quite exhaustive, treating extensively on all important matters considered by the Congress.

Fourth Day.

After the report of the Committee on Audit had been read to the convention on Thursday morning, and approved by a unanimous vote, the Fraternal Delegates from the British Trades Union Congress—Messrs. Shackelford and Hodge—were introduced by President Gompers and made extended and interesting addresses. The British Delegates were followed by W. B. Trotter, Fraternal Delegate from Canada. President Gompers then introduced Hon. T. V. Powderly, the Commissioner of the new division in the Federal Immigration Department, who had been specially invited by the Executive Council to address the convention concerning the work of his division. These addresses occupied almost the entire time of the morning session.

The Committee on Treasurer's Report submitted its report at the opening of the afternoon session, in which it was stated that the books and vouchers of the Treasurer and Secretary agreed, and concluded the report with the following:

"We also wish to congratulate this organization upon its wisdom in continuing in office for seventeen (17) years a man (John B. Lennon) who has guarded the interest of this organization so conservatively as to make it possible to show the magnificent balance we have at this time."

The Committee on Resolutions then submitted a partial report, from which the following extracts are made:

The following was concurred in by the Committee and adopted:

"Resolved, By this convention, that a committee of five members be appointed to confer with the Executive Council of the American Federation of Labor during the time of this convention, and that such committee and the Executive Council shall formulate and report to this convention such a plan of campaign as will expedite and systematize the regulation of the convict labor question."

The convention approved the following in relation to the parcels post system:

"Resolved, That the postal laws should be amended so as to provide for the conveyance of small parcels through the mails at reasonable rates and in conformity to the rates to foreign countries."

"Resolved, That if approved, the Executive Council shall make this one of the preferred measures to secure to the people, at the next session of Congress, such legislation as will terminate the present unjust conditions."

The convention was then addressed by B. F. Chapman, Fraternal Delegate from the Farmers' Educational and Co-operative Union of Texas.

Fifth Day.

The only business transacted on Friday was consideration of the report of the Committee on Secretary's Report. The committee highly complimented Secretary Morrison on his methods of conducting his office and the compilation of valuable statistics presented in his report.

No other committees being prepared to report, the convention adjourned for the day.

Sixth Day.

The Committee on Resolutions reported favorably on the following resolutions, which were adopted:

Resolution No. 51—By Delegates of the International Seamen's Union of America:

Whereas, The seamen are still subject to imprisonment for quitting work in a foreign port in the foreign trade, and,

Whereas, Passenger vessels are still sent to sea with inefficient and insufficient crew with which to manage the vessels and especially the boats thereof; and

Whereas, These conditions have caused and are continuously causing great inexcusable loss of human life; therefore

Resolved, That this convention reiterate its former action in this matter for urgent remedial legislation by Congress; and, further

Resolved, That we specifically indorse the bill to amend the laws relative to seamen introduced in the 59th Congress by Hon. Mr. Spight of Mississippi.

A resolution favoring a territorial form of government for Porto Rico was adopted unanimously.

Resolutions were adopted fixing salaries of Federation officers as follows:

President, \$5,000 a year.

Secretary, \$4,000 a year.

Treasurer, \$500 a year.

Congratulatory telegrams were ordered sent to the Governor of Oklahoma, President of the Oklahoma State Federation of Labor and the State President of the Farmers' Union of Oklahoma, the occasion being the admission of the territory to Statehood that day.

The following committee substitute for lengthy resolutions dealing with the same subject was adopted:

"We recommend that the American Federation of Labor go on record in favor of direct primaries for the nomination of all municipal, township, county, State and Federal officials, and the restriction of the use of money by candidates seeking nomination or election to public office. We also favor the publication of campaign, party and candidate expenses by the different parties."

The convention adopted the following addition to the "Economic Platform" adopted at the Minneapolis convention:

"18. We favor a system of United States Government Postal Savings Banks."

Seventh Day.

The Committee on President's Report submitted its report at the opening of the session of Monday, the 18th inst. The report was quite lengthy, and commented in most favorable terms on the comprehensive report of President Gompers, urging unionists to read it thoroughly. With reference to the Ship Subsidy schemers the Committee reported as follows:

"It is with sincere gratification that we note the report of the defeat of the Ship Subsidy Bill in the last Congress. We realize the watchfulness and earnestness necessary to accomplish this and desire to congratulate the President and the Legislative Committee on their success in this matter; and since our experience warrants the belief that it will be reintroduced, we desire to reprint the declaration and recommendations made by the Minneapolis convention." (This report has been published in The Journal.)

Rev. Charles Stelzle, head of the Department of Church and Labor of the Presbyterian Church, then addressed the convention at length.

The Committee on Resolutions continued its report at the opening of the afternoon session. The first matter considered was the resolution by Victor L. Berger, the well-known Socialist leader, of Milwaukee, relating to the militia, which, according to the press dispatches, provoked a demonstration of ridicule at the conclusion of Berger's speech in advocacy of the measure that has never before been witnessed on the floor of a convention of the Federation. When Berger concluded a characteristic speech a number of delegates in the rear of the hall exploded inflated paper bags. The incident fairly convulsed the convention with laughter and covered the redoubtable Berger with confusion. The resolution, which was non-concurred in by a heavy majority, reads:

Resolution No. 98—By Delegate Victor L. Berger, Wisconsin State Federation of Labor:

Whereas, Experience has proven that the militia can be used by capitalists as an engine of destruction in the subjugation of the working people—armed workmen in uniform have been thus arrayed against unarmed workmen out on strike, and ordered to shoot down their defenseless brothers, and

Whereas, History has proved over and over again that only armed nations have ever remained free nations, and the American masses are the most defenseless on the face of the earth; if we except the Chinese and Russians; therefore, be it

Resolved, That the twenty-seventh Annual Convention of the American Federation of Labor hereby instructs all affiliated bodies to hold absolutely aloof from any connection with the militia until the militia system in vogue in Switzerland or some other orderly and well organized method of arming every sober and reputable citizen is adopted in the United States.

It appears to be the custom of the Committee on Resolutions in A. F. of L. conventions to report Berger's resolutions—and they are numerous—at one time. Invariably the report is unfavorable, or, at best, a substitute is reported. In this instance Berger had introduced a resolution calling upon Congress to enact an old-age pension law, the essence of which was to provide every wage-worker of the age of 60, who had been a citizen of the United States for 21 years, and whose earnings had not averaged over \$1,000 a year, a pension of \$12 a month for the rest of his, or her, natural life. The following was adopted as a substitute for Berger's resolution:

"We favor the principle of an old-age pension, and advise that the Executive Council be instructed to make an investigation of methods by which that end can be attained under our laws, and report the same to the next convention."

The convention approved the unfavorable reports of the committee on several other characteristic resolutions introduced by Berger.

Resolutions introduced by the Iron Molders' delegation, recited the facts of the strike in Milwaukee for better conditions; the employment of detectives and thugs by the Foundrymen's Association; the assault of union officials by these hired thugs; the importation of aliens, in violation of the contract-labor law, to fill the places of the strikers; the issuance of sweeping injunctions by State and Federal courts against union molders and sympathizers, followed by contempt proceedings. The resolutions concluded by calling on the A. F. of L. to support, morally and financially, the Iron Molders' Union until the injunction complained of had been dissolved.

The committee recommended that the resolutions be referred to the Executive Council for consideration, and to take such action as, in its judgment, is deemed advisable. The report was adopted.

Eighth Day.

The first order of business at the morning session of the eighth day was consideration of the report of the Committee on Boycotts.

The following was adopted:

"Resolved, That the American Federation of Labor, through its officers and organizers, give special aid and assistance to the tobacco workers in pushing a boycott against each individual brand and all brands of tobacco made by both the American and Continental Tobacco Trusts; and be it further

"Resolved, That the American Federation of Labor request all affiliated unions to assist the tobacco workers by vigorously pushing a boycott against all brands of tobacco sold in their localities made by the American and Continental Trusts."

The following, relating to the Los Angeles Times, was adopted:

Resolution No. 99—By Delegate E. T. Behrens, Missouri State Federation of Labor:

"Whereas, The International Typographical Union has been ten years expending many thousands of dollars each year in its fight against the unfair Los Angeles Times, and

"Whereas, The Los Angeles Times is the recognized mouthpiece of the Citizens' Industrial Association, and is a persistent and malignant enemy of organized labor generally, therefore be it

"Resolved, That the American Federation of Labor render such moral and financial aid to the International Typographical Union as shall be deemed necessary by the Executive Council of the American Federation of Labor, to continue and to make more effective the unrelenting fight against the Los Angeles Times, so nobly begun by the Typographical Union, until that organ becomes fair to organized labor."

The Committee on Laws reported upon the following amendment to the laws, presented by the committee as a substitute for one of similar nature by Treasurer Lennon, which caused considerable discussion, and brought forth the first roll call of the convention. It reads:

"No arbitration upon a jurisdictional dispute between two or more affiliated national or international unions shall be authorized by the American Federation of Labor in convention assembled, or by the Executive Council between conventions, unless all parties to the controversy have agreed by a convention, a referendum vote, or such other method as binds officially their respective unions to abide by the decision when rendered."

The amendment was defeated.

On recommendation of the Committee on Laws, the following was adopted:

Resolution No. 12—By Delegate John B. Lennon, of Journeymen Tailors Union of America:

"Article IX—(New Section)—Section 12. The Executive Council of the American Federation of Labor shall only have power to revoke the charter of an affiliated national or international union when the revocation has been ordered by a two-thirds majority of a regular convention of the American Federation of Labor, by a roll-call vote."

Vice-President O'Connell secured the floor, and after appropriate preliminary remarks presented each of the delegates from the British Trades Union Congress, Messrs. Shackleton and Hodge, on behalf of the delegates to the convention, a handsome case of silver. The articles in each case were suitably inscribed, and on the cases were inscriptions stating by whom they were presented.

A gold watch was presented to W. R. Trotter, Fraternal Delegate from the Canadian Trades and Labor Congress, and a gold bracelet to Mrs. Shackleton.

The Fraternal Delegates and Mrs. Shackleton each made brief addresses, in which they thanked the delegates for their tokens of appreciation.

The following substitute for a resolution introduced by Delegate Furuseth was adopted:

Insert in Section 11 of Article IX between the words "unions—and," on line 11, the following: "No affiliated international or national or local union shall be permitted to change its title or name if any trespass is made thereby on the jurisdiction of an affiliated organization without having first obtained the consent and approval of a convention of the American Federation of Labor."

Ninth Day.

The first important business presented to the convention on the ninth day was the report of the Adjustment Committee (heretofore known as the Committee on Grievances).

The committee reported favorably on a resolution directing national and international organizations to require certain local unions to affiliate with the Brooklyn Central Labor Union, in accordance with the laws of the Federation.

The committee also reported on the Seamen-Longshoremen dispute (see Journal of December 4.)

In the matter of the Steam Fitters' dispute the convention referred the resolutions introduced to the Executive Council with instructions to have the International Association of Steam Fitters select three representatives and the United As-

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

JACK BALCOMB'S "GAL."

The harbor of Rio de Janeiro was drowsily composing itself for a good night's rest. Eight bells had been struck by most of the shipping; but a few belated ones, with time caught on other meridians, were still at intervals of two or three minutes industriously pealing forth in ding-dong tones the announcement that the mariner's day had at last ended, and that night with its anchor-watches now was at hand. The trade-wind had died down to a calm, occasionally ruffled by a balmy catspaw laden with the fragrance of adjacent palmgroves. Away on our port side the myriad lights of the city twinkled like a galaxy of palehued stars arbitrarily arranged to parallel the shoreline, their radiance faintly reflected in the darkling waters below. The Southern Cross, reinforced by a gibbous moon just setting, pallidly illuminated a cul de sac-dimmed patch of the sky against which the outlines of Sugar Loaf Hill were confusedly silhouetted. Nature everywhere exhaled the spirit of repose, the dissonant blare of a bugle from the military barracks in a nearby fort being the only note of discord to mar the loveliness of a night such as only the tropics can stage in this terrestrial amphitheatre of ours.

An hour or so before we had anchored about half a mile inside the aforementioned fort, forty days out from Marseilles; the wind having failed us at sundown, thus preventing us from sailing further up the harbor. When eight bells had been struck we got ready to chalk for anchor-watches. I had just fished out a piece of chalk from my diddy-bag, and was beginning to draw the customary circle on my chest lid, when Jim Black spoke up:

"I moves that whoever gets the first watch takes all hands' watch. Here's my alarm clock set for four in the morning. That's time enough to call the cook."

"Them's my sentiments to a T," said "Erie" Bill, "an' I sure secon's that motion. An alarm clock is good enough to keep anchor-watch in this here kind of weather. The afterguard are goin' to soak their heads all night, so why not us fellers?"

"Hear, hear!" croaked old Sandy Ferguson, the Nestor of the crowd; "I'm wid ye, laddie. Oot 'pon keepin' watch on a fine night like this."

"There bein' no objection, an' hearin' none," Jim Black went on, pounding on the fore-castle door for order, "the motion is declared carried unanimous. Go on wid yer chalkin'."

The formality of chalking for watches was thereupon proceeded with, and to Jim Black fell the first watch.

"Good," he said, placing the alarm clock on a little shelf just above the pillow in his bunk; "now it's me an' you, old bunk, for all night in. What d'ye say to that, my bonny donkey's breakfast?" giving his straw mattress a couple of shakes.

All hands were soon turned into their respective bunks, some reading, others swapping yarns, and all smoking; the reeking oil lamps adding its quota of mistiness to the tobacco-laden air until its denseness

and fumid nip drove the cockroaches out on deck.

"The last time I was here," began Jim, reminiscently, during a lull in the conversation, "was when I was in the Dora Hutchinson of Boston. Did I ever tell youse about my voyage in her? No? Well, it wasn't nothing out of the or'nary—Brazil, South Africa, East Indies, China, Australia—out 'round the Good Hope an' back home 'round the Horn; twenty-two months as nearly as I can remember. But, there was a little sideshow goin' on all the time I was on board of her that's made me kinder leary of women ever since. An' it all happened so nacheral like that we was took in, the whole gang of us, as bad as Jack himself was—but, there, I'm ahead of my story so I'll wear ship an' get a proper point of departure so's youse can catch on.

"We shipped in her from the Mariners' House in Boston, to go onboard like the day after. Old Captain Hatch, the superintendent, cashed our advance notes, an' I'll give him credit for doin' the square thing by us, which is more than I can say for some other holy Joe layouts where I've been boarding. After supper me an' three more of the chaps, Bob Starkey, a down Easter, Jack Balcomb, a young Philadelphia chap, an' a Swede by the name of Harry Anderson—"Millionair" Harry we use'ter call him, he having \$175 in the bank—went out to see the sights an' sample a few packages of wet-goods. One of the first places we put into was Stone an' Austen's dime museum, but 'Millionair' Harry fell to talkin' Spanish to the 'Mexican Bearded Lady,' as she was tagged, an' makin' goo-goo eyes at her till by an' by the cop chaser us all out. Han-over street bein' right in front of us we makes tracks that way down towards Fleet street, where the dance houses was. Of course, we tanked up some along the road, there bein' no sense in goin' dry with plenty of dough in our pockets. Presently we fetches up in front of Captain Nickerson's Seamen's Mission. 'Step inside, boys, an' drop your mudhooks,' sez the barker, handing us a tract each; youse'll find snug berths waitin' for youse an' the Lord a-pullin' at the hawser.' Well, we allowed we drawed too much water to get over the bar, for we were hell bent on gettin' to the dance houses, an' so we kept on foolin' with the barker, him joshing us kinder religious like an' we joshing him back in good tall-water style. By and by I hears someone behind us singin' out: 'Mateys, drop a dime over your lee quarter an' I'll steer inter your wake an' pick it up.' We looks the guy over, an sez Bob to us: 'He ain't no sailor. Youse just watch me put the kibosh on him.' 'Here,' sez he to the bum, pulling a string out of his pocket, 'you make a bowline in that there string an' I'll give you a dollar.' The bum, lookin' tough like 'Eat-'em-up' McManus, fumbles aroun' with the string for a while, an' fin'ly he puts a reg'lar Chickahominy haymaker's bowline in it. 'There's your bowline,' sez he to Bob; 'now fork over that buck an' don't try no crawfishin' on me, either, or I'll take it out o' yer hide.' 'All right,' sez Bob, 'here's your dollar,' handing the bum a paster in the kisser that tumbled

him over kerflop into the gutter. Just then I 'spies two cops comin' 'roun' the corner of Richmond street. 'Cheese it, boys; the cops!' I hollers to the gang, an' in we scoots to Captain Nickerson's shebang, the barker stan'ing the cops off till we'd got well mixed with the crowd inside.

"Well, it so happened that it was 'temperance night' in at Nickerson's, an' when we got in the ladies was a-singin' 'Oh, where is my wandering boy to-night?' Then old Nickerson himself gets up by an' by an' begins to spout about the 'demon rum' to beat a paten' medicine faker tryin' to sell a one-night corn cure. 'Boys,' sez he, 'rum's the devil's own invention, but I'm comin' to think that lager beer is even worse. In fact,' sez he, 'I regard that infernal lager beer as the meanest thing the devil ever foisted on sufferin' humanity.' 'That's right, Captain Nickerson,' one old whale speaks out in the meeting; 'I never drink lager beer.' 'Glory, hallelujah! brother,' shouts old Nickerson; 'God be with you.' 'Amen,' sez the ladies in chorus. 'No, Captain Nickerson,' sez the old whale, 'I allus drink ale when I'm dry, an' be God I'm dry now—an' out he walks. 'There,' sez Nickerson, 'youse can see how sly the devil is. He's everywhere; right here in our midst seekin' whom to devour.' With that he shakes his fist as if he seen the devil in front of him, an' everybody begins to look in that direction, an' there sits a black, dirty feller lookin' like a coalpasser just come off from watch. Then they all begins to titter an' snicker, an' old Nickerson, to cover up like, makes a signal to the ladies an' they commences singin', 'Pull for the shore sailor.'

"After they done singin' Nickerson calls for testimony from them what's been converted. Up jumps a wall-eyed feller lookin' like a Rooshian Finn or a Scandihoovian of some sort, an' sez he, in a sing-song kind o' voice: 'I tank God I ban saved. I ban ver bat man—yust like you fellers. I trink viskey an' play cards an' go to dancehouses; but, tank God, I find Yasus on de lookout vun night, an' now,' strikin' himself on the chest, 'I ban goot man. 'I half vatch an' chain an' overcoat, an' I ban sicken mate of big trai-masta schooner.' At that the coalpasser roars out to the Rooshian Finn: 'Arrah be Jasus, phwy don't yez sing it, ye furrin'-lookin' haythen ye, so's paiple can underthan' yez?' 'Put him out,' hollers Nickerson an' some of the converted fellers, an' away the two ushers hustles the coalpasser out on the street. He must ha' been a hard proposition to handle, for when the ushers comes in again they was as black an' sooty as coalpassers themselves.

"Then old Nickerson up an' pitches into us sinners for fair. 'Youse is on the road to hell,' sez he; 'but the kingdom of God wants youse all to come in out of the rain of sin. But boys,' sez he, 'before youse can heave to in that blessed place youse must 'boutship.' When he sez 'boutship,' he shouts it out so you could hear him a block away out on the street, an' 'Millionair' Harry, who'd fallen asleep, jumps up thinkin' he's on the fore'sthead of a ship an' hollers back, 'Aye, aye, sir! All ready for'ard,'

(Continued on page 9.)

Home News.

The National Grange went on record in favor of instruction in domestic science and manual training in rural schools.

F. C. Weyerhaeuser, a Western millionaire lumberman, has endowed a chair of applied forestry at Yale by a gift of \$50,000.

Governor Curry and a delegation of citizens of New Mexico prepared in Washington to wage a Statehood campaign in Congress.

Friends of Judge Gray, of Delaware, at a meeting decided to formally launch his boom for the Democratic nomination for President, and to push the claim when Congress meets.

Following the suggestion of the President, Federal officeholders who are elected delegates to the next Republican National Convention must not be instructed for Theodore Roosevelt.

In a letter made public on November 29, Senator Foraker of Ohio announces in effect that he is a candidate for the Republican nomination for President and will accept support to that end.

Southern California has completed its annual harvest of English walnuts. The total crop is approximately 12,000,000 pounds, 2,000,000 less than last year. The growers receive from 12 to 15 cents for the crop, or a total of about \$1,700,000.

The Mexican Government has announced that the iron mines in Lower California, which were purchased about three years ago by the Pacific Steel Co., have been taken charge of by the Federal authorities because of the company's failure to pay taxes on the properties.

That the value of farm products in 1907 exceeded that of 1906, which was far above that of any preceding year, is shown in the annual report of the Secretary of Agriculture. The total value of crops for 1907 is \$7,412,000,000, an amount 10 per cent greater than the total for 1906, 17 per cent in excess of that for 1903, and 57 per cent greater than the total value for 1899.

Under a decision rendered by the Georgia Court of Appeals "a common carrier does not fulfill its legal duty until it provides a seat for each passenger." The decision was rendered in a damage suit brought against the Georgia Electric Railway Company of Atlanta by Dr. Oscar Lyndau, who, it is alleged, was injured by the sudden starting of a car in which he was standing.

From every quarter of the country come reports which show beyond a doubt that the temporary check to industrial prosperity felt as the result of the financial panic is at an end; that there is a reawakening everywhere with the reopening of mills and factories, putting of employes back to work and a renewal of orders by wholesale and retail business houses.

The New York Court of Appeals has decided that the act passed at the last session of the Legislature providing for a recount of the votes cast at the Mayoralty election in New York city in November, 1905, is unconstitutional. The contest was instituted on behalf of William R. Hearst to unseat Mayor McClellan on the ground of fraud in the counting of the votes. The decision was unanimous.

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Pacific Coast Marine.

The Pacific Mail Steamship Company has chartered the British tramp steamer Farley to go into the coffee trade. The crew of the Farley will join her at Acapulco.

The battle-ship Nebraska, has made her final acceptance trial on Puget Sound, making 18.88 knots under forced draft for four hours. The Nebraska's contract speed called for 18 knots.

The merchants and manufacturers of California strongly favor the passage of the ship subsidy bill, introduced by Senator Gallinger, and wired the California delegation to use its best efforts in support of the measure.

While crossing the San Francisco bar at 5 o'clock on December 4, the pilot boat America had her bowsprit and fore masthead carried away. Big seas washed over the little vessel, and she experienced a trying time during the night.

Henry Lund & Company filed a libel in the United States District Court against the Swedish bark Medea to recover \$5000 for alleged damages to a cargo consigned to the libellants from Gothenburg and Lemkarn, Sweden, to San Francisco.

Roman Anders, a seaman, filed a libel in the United States District Court against the British steamer Sheila to recover \$106.80 in wages for a voyage from Port Townsend to Callao and Iquique and return to San Francisco. The voyage was begun June 25 of this year.

It is stated that the Standard Oil Company will bring the whaleback steamer "City of Everett" around from the Atlantic Coast to transport oil from California to Portland. She has been plying in the oil trade between New York and Galveston and is expected to arrive at San Francisco within two months.

The steamer Breakwater from Coos Bay collided with the British ship Claverdon on December 3, near Portland. As a result the anchor of the Breakwater tore the hawser pipe and damaged three of the Claverdon's plates. The Breakwater had several of her plates stove in and her stem twisted.

The new steamer St. Helena, Captain Jamison, arrived at San Francisco on December 1, from Philadelphia. She has been chartered by the E. J. Dodge Company to carry lumber along the Coast. Her capacity is 1,500,000 feet, her speed eleven knots and her tonnage 779. She made a remarkable quick trip.

With the hope of getting a subsidy from the Government at this session of Congress, the Oceanic Steamship Company's steamers Sierra, Sonoma and Ventura, which were taken off the Australian run, are being converted into oil burners. As such they will be able to carry a larger cargo and more passengers.

Another attempt will be made to raise the British steel ship Andelana, which sank at Tacoma, Wash. W. J. Collis, a building contractor, believes she is lying on the sandy ground at the bottom of the harbor, and is probably injured but little. She is worth \$100,000 if she can be raised and he thinks she can be brought to shallow water for \$8000.

The steamer Winnebago, Captain Eveart, which arrived at San Francisco, on November 29, from Duluth, occupied ninety-five days on the voyage from Duluth and twenty-eight and a half days from Coronel. She brought 1000 tons of carbide, and is consigned to A. Hooper & Company. The Winnebago, like the Minnie E. Kelton, will go into the Coastwise lumber trade.

Government orders have been received at the Mare Island Navy Yard to double the order recently given for the construction of coal barges, making the aggregate 24 barges, costing nearly \$250,000. This job will keep a large force of ship fitters busy for more than a year. A part of this will be used at Magdalena Bay, Lower California, where the Government has been granted a temporary concession for the use of an island as a coaling station.

Two proposed improvements for the port of San Francisco were considered at a meeting of the State Board of Harbor Commissioners on December 5. They were the installation of power cranes for handling bulky or heavy packages on the wharves and the construction of a float for the use of ships of the United States Navy when in port. The location of the float was not determined, but probably will be near the foot of Folsom street.

General Murray, chief of artillery, has formally approved plans submitted by the Quartermaster-General for a torpedo planter to be constructed for use on the Pacific Coast in laying mines for harbor defense. The new vessel will be 165 feet long, or fifteen feet longer than the torpedo planters now in use. It is designed with especial reference to seaworthiness, and has better accommodations for officers and men than are found on the older vessels of a similar type.

The Maryland Dredging and Contracting Company, owner of the dredger Vim, filed a libel in the United States District Court at San Francisco against the American bark Fort George for \$9000. It is alleged that on December 8, 1906, while the Fort George was in tow she collided with the dredger although the tugboat avoided the disaster and places the blame on the course that was

steered by the Fort George. The damage which was done the dredger in the collision is supposed to be represented by the amount prayed for.

Following is the reinsurance list, as posted at San Francisco, on December 6: Arthur Sewell, 246 days from New York for Seattle, 88 per cent; Adolph Olig, 240 days from New York for San Francisco, 65 per cent; Lauriston, 167 days from Tumby Bay for Falmouth, 10 per cent; Bessfield, 164 days from Adelaide for Falmouth, 10 per cent; Vydillia, 218 days from San Juan del Sur for Falmouth, 10 per cent; Alcarita, 122 days from Delagoa Bay for Hongkong, 25 per cent; Pelligrins, 125 days from Newcastle for Antofagasta, 80 per cent.

When the British steamer Hatasu cleared from Port Townsend, on December 2, for Calcutta, her master, Captain Calder, left as pronounced a story of misfortune as has been met with in many days. During the fortnight that the vessel was loading at Puget Sound ports word of the death of Captain Calder's wife, in London, was received, and First Officer Dabner died in a San Francisco hospital, where he had been left during the recent call of the steamer. Captain Calder is confined to his berth by injuries sustained in falling through an open hatch, and two of the engineroom force are in jail at Bellingham, held on a charge of murder.

The day is not now far distant when every ocean-going steamer on this Coast will have a wireless installation on board. In addition to the Pacific Coast Steamship Company's steamers, many of which have wireless, all of the Matson Navigation Company's fleet will shortly be similarly equipped, and even the Pacific Mail Steamship Company is contemplating installations on their vessels. Within a short time five of the bigger steamers running from Seattle to various points in Alaska are to have the system supplied. In addition to fixing the apparatus on these steamers a company is now about to establish a wireless station on Russian Hill. This station will be provided with very powerful apparatus and it is thought that messages will be received and sent as far as Honolulu. Besides the station on Russian Hill, new stations will be established right along the Coast and a thoroughly effective system of commercial and shipping ethergrams will be inaugurated within the next few months.

Charles E. Peabody, President of the Alaska Steamship Company, has given out the details of the reorganization of that company, which has sold its fleet to the Morgan and Guggenheim interests. The company will be known by its present name and the Northwestern Steamship Company of Seattle will pass out of existence, its fleet of passenger and freight vessels being merged with the Alaska Steamship Company's present fleet, the Dirigo, Farallon, Dolphin and Jefferson, making a fleet of sixteen in all. Charles E. Peabody will be President and General Manager of the Alaska Steamship Company. The other officers are not yet named. The vessels will be operated on their present runs, covering the field of southeastern, western and far northern Alaska. The balance of the stock, including stock in the Juneau and Ketchikan Wharf companies and the Juneau Steamship Company, is in control of the Guggenheim and Morgan interests, and a large share is held in Seattle. The transfer was made on a half cash basis, \$1,000,000 being the consideration.

Girvin & Eyre chartered the French ship Andre Theodore, 1875 tons, for the carriage of wheat to the United Kingdom, Havre, Antwerp or Dunkirk, at 22s, or barley at 23s 9d, with an option of Portland loading of 30s. The British ship Glenelvan, 1756 tons, now at Portland, was chartered prior to arrival to carry wheat thence to the United Kingdom, Havre, Antwerp or Dunkirk. At 32s 9d Dewar and Webb chartered the British bark Largo Bay, 1178 tons, now at Portland, to convey wheat from Portland or Puget Sound to the United Kingdom or Europe. The British bark Lord Templeton, 2048 tons, has been chartered by J. J. Moore & Co. to convey lumber from Eureka to Sydney at 30s, with an option of going on to Melbourne at 37s 6d. It is probable that the Lord Templeton will bring back a cargo of coal from Newcastle. Charles Nelson & Co. have chartered the schooner S. T. Alexander, 695 tons, now on Puget Sound, to take lumber thence to Manzanillo. Prior to her arrival at Portland the French bark Sully, 2203 tons, was chartered to carry wheat thence to the United Kingdom, Havre, Antwerp or Dunkirk.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

TERMS IN ADVANCE.

One year, by mail, - \$2.00 | Six months, - - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 11, 1907.

THE MANNING QUESTION.

President Roosevelt, in his message to Congress, deplors the failure of the previous Congress to adopt the Ship Subsidy Bill and recommends the extension of the Ocean Mail Act of 1891 as a first step toward the upbuilding of American steamship lines.

The Ocean Mail Act of 1891 provides for a payment to American-built steamers, varying from two-thirds of one dollar to four dollars per statute mile on the outward passage, according to speed and class of vessel. Several steamers are operated under this Act in the transatlantic trade, but there are none on the Pacific Ocean.

As usual, whenever a new plan of paying ship subsidies is launched, misrepresentations are made regarding the manning of the vessels that are to receive the coin from the National treasury. Even the President could not refrain from injecting statements in his message, that are, to say the least, not exactly truthful. The part of the President's message referred to reads:

We now pay under the Act of 1891 \$4 a statute mile outward to twenty-knot American mail steamships, built according to naval plans, available as cruisers and MANNED BY AMERICANS.

"American built ships, manned by American sailors," is the well-worn phrase with which our Subsidy hunters have for years tried to win popular approval. But they never meant it. The American seaman was to be used only as the key to open the treasury and the seamen of America have protested against being used in this manner with all their might. Now, President Roosevelt certainly knew, or should know, that vessels which operate under the Ocean Mail Act of 1891, are only required to carry Americans as the following proportion of the crew: During the first two years of the contract only one-fourth thereof, during the next three succeeding years only one-third thereof, and during all the remaining time of the continuance of such contract only one-half of the crew are required to be American

citizens. It should be noted, too, that while a portion of the crew are required to be American citizens, there is absolutely nothing in the statutes which will compel the beneficiaries of this new Subsidy to carry real seamen. And after all, what will have been accomplished if our Merchant Marine is augmented by any number of large and swift steamers, that may be used in time of need as auxiliary cruisers or transports, unless their crews are composed of trained and experienced seamen? Our navy is short of just such men. Where, then, shall the country look for seamen when they are needed?

Unless Congress acts promptly and does some legislating for the benefit of American seamen as well as for American ships, there will surely come a day of regret. The organized American seamen—comprising the great majority of the men who are employed in the coastwise trade on the Pacific, the Atlantic and on the Great Lakes, have presented their case to Congress in the bill introduced at the previous session by Mr. Spight. This bill has been carefully drawn and its principal features are a manning schedule for American vessels and a standard of efficiency for American seamen. Both of these measures, if enacted into law, will protect the traveling public, and at the same time have a tendency to make sea life more attractive to Americans and incidentally induce the American boy to again take to the sea for a livelihood. As the law reads at present, passenger-carrying vessels may go to sea with any kind of incompetent crew. For an instance, the Larchmont-Knowlton collision in Black Island Sound on February 11, of this year, which was accompanied by great loss of life, was but a repetition of the Slocum disaster, the great loss of life in both cases being admittedly due to an incompetent and insufficient crew. The United States Local Inspectors, in their decision regarding the conduct of Captain McVey, of the Larchmont, during and after the collision, stated that his action was neither commendable nor censurable in consequence of the inferior class of men he had for a crew.

Thus it is very plain that the Seamen are not asking for special favors or privileges, but our honorable President, who made all kinds of recommendations and promises shortly after the Slocum disaster, remains conspicuously silent upon the matter in his last message to Congress—although that honorable body has done absolutely nothing to prevent on any day recurrence of such disasters as we cited herein.

WELCOME "THE SEAMAN"!

The splendid progress of the organization among the seamen of Great Britain and Ireland has brought about the reappearance of the official paper of the National Sailors Firemen's Union of the United Kingdom. The publication has been christened "The Seaman" and will appear monthly, the first issue bearing the date of November 1 of this year.

Our valued contemporary's aims and aspirations are best told in its own language, as follows:

To those who believe that it is only by a firm fighting policy that the wrongs of the seafaring classes can be redressed, it is always a matter for deep regret when the field of journalism is occupied by a look-out or a sentinel on behalf of the sailors and firemen of the United Kingdom. Indeed, it may be said that it is not merely a matter

for regret; the absence of a special organ to advocate the claims of the seamen, and to defend them from misrepresentation and calumny justifies reproach. There are something like 250,000 men drawing wages as a consequence of their toil upon the great waters, and these men have more than sufficient strength, if they took a sane and far-seeing view of the question, to establish and maintain a prosperous and influential organ of their own. The founders of "The Seaman" offer them an opportunity to-day of removing the reproach of which mention is made. The reality and honesty of the friendship it will have for the cause of the seafarers cannot be doubted. "The Seaman" will be the official organ of the National Sailors' and Firemen's Union, and the principles for which that union has unflinchingly striven ever since it was established in 1887 will be the principles for which the paper launched to-day will consistently and strenuously fight.

It goes without saying that we are very much pleased with the reappearance of the journalistic mouthpiece of our organized brethren across the Atlantic, and if the future issues of "The Seaman" are as interesting and ably edited as the first number at hand there can be no question but that it will be given the same hearty and loyal support by the seamen of Great Britain which the seamen of America have always given to THE JOURNAL.

"The Seaman" comments upon the newly formed International Federation of Shipowners, referred to editorially in a recent issue of THE JOURNAL, as follows:

Hitherto the master minds of the Shipping Federation have been content to run their own class combination as a British national organization, and they have rather prided themselves ostentatiously at times on its independent, insular character. Their ideas and ambitions, however, are now no longer kept within exclusively national limits, and moved by the spirit of their freshly found faith they have struck boldly out on an experimental voyage. The principle to which they have elected to cling for salvation is that of international combination. It is, we suppose, to some extent humiliating to their sense of pride when they reflect that in committing themselves to the new departure they are simply adopting a policy which the seamen made their own a long time ago. * * *

For our part we have never winced when we saw the shipowners combining on a national basis, and we do not condemn them now for organizing on international lines. On the contrary, we hope that their efforts to establish an International Confederation of Shipowners will be crowned with success, as we believe that if such an organization could be brought into actual being, and was managed by far-seeing, wise and prudent methods, much common good would result both for shipowners and seafarers. We, of course, have our doubts that these virtues would be the "upper dog" in the councils of the new combination. They might become the operative and guiding forces, but they could only become so by crushing effectively and remorselessly the idea that prevails at present with the men who run the Shipping Federation of England, the idea, namely, that to make shipowners prosperous and profitable, all workmen's trade-unions must be fought and killed; must be, in fact, left as dead as a doornail.

While our contemporary shows some apprehension regarding the domination of the International combine by the British Shipping Federation, it has no fears as to the ultimate outcome of any international conflict that may arise, but expresses rather hopeful views of the future, in the following language:

If the maritime employers of Europe can therefore bring into disciplined line an international combination they would be wise to see that something akin to prudence and statesmanship should be in the seat of power. A great end, as we have said, might be served by the contemplated organization. Ways and means could be discovered of insuring that the Shipping industry of Europe would be conducted in such a manner that it would be freed altogether from the disputes and losses which, during the last two years, have inflicted injury alike on masters and men. Of course, this policy would meet with the bitter hostility of the tomahawk wielders of the Federation, but there are, as we know, in the ranks of that body men with cool reasoning powers who abhor social upheavals as the most disastrous things which can overtake trade, and to these we would appeal to use the international solidarity of the shipowners and the international solidarity of the workers, so that what may be brought about by the new policy will be the greatest happiness of the greatest number.

A. F. OF L. CONVENTION.

(Continued from Page 2.)

sociation of Plumbers to select three representatives, with President Gompers, or some other person he may select, to meet within ninety days, for the purpose of arranging an agreement defining the jurisdiction of the two organizations.

"Committee further recommends that in the event of the committee selected failing to meet or agree, that the Executive Council is empowered to define lines of jurisdiction for the International Association of Steam Fitters and the United Association of Plumbers, etc. The decision of the committee of seven to be final and binding on both organizations."

Discussion of the committee's report continued until 2:30 o'clock, the hour set for a special order. When the matter was again taken up next day, the committee's report was adopted.

The special order was the reply of President Gompers to the accusations made against him by the officers of the National Association of Manufacturers. Gompers made an exhaustive speech, in which he reviewed in detail every charge made against him and his colleagues of the Executive Council. It was a remarkable speech and made a strong impression on the delegates. Many of the delegates were called upon to verify statements made by President Gompers, and they did so. The accusations, in the main, alleged that Gompers and others had been guilty of graft in the conduct of the American Federationist and other publications. When Gompers had concluded, Victor L. Berger, the noted Socialist who has always opposed Gompers, arose and said:

"For some years past it has been my lot to come here and vote against the unanimous election of President Gompers. This year I promise to move to make his election unanimous."

Berger was interrupted by vigorous applause, and he then moved a vote of confidence in President Gompers and the entire Executive Council. The motion was carried unanimously by a rising vote.

The convention also adopted the following by a unanimous vote:

Resolution No. 183—By Delegate W. D. Ryan, of the United Mine Workers of America:

"Whereas, An organization known as the National Association of Manufacturers is attempting to destroy the rights and liberties attained by the Trades Union Movement for the American workman, under the guise that it is aiming to secure individual freedom, and

"Whereas, Upon repeated occasions during the recent past there have appeared in the daily press statements emanating from Mr. Van Cleave, President of the National Association of Manufacturers, in which he (Van Cleave) takes occasion to vilify and abuse Samuel Gompers, President of the American Federation of Labor, and in his zeal to crush the labor movement he challenges the integrity of one who has been our intrepid leader for more than a quarter of a century, when henchmen of Mr. Van Cleave had failed to influence from his path of duty by the lustre of gold; therefore, be it

"Resolved, By the Twenty-Seventh Annual Convention of the American Federation of Labor that the delegates herein assembled express their fullest confidence in the integrity, honesty and unflinching courage of President Gompers. We herein give our unqualified indorsement to everything he has done and said, by pen, word and effort in advancing the cause of labor, by combating this un-American organization of manufacturers for which Mr. Van Cleave presumes to speak: be it further

"Resolved, That the course of the National Association of Manufacturers under the administration of President Van Cleave, makes our duty clear. We have no quarrel with any organization of employers whose aim and purpose is to promote the industries of our country, and who seek amicable relations with labor. With such we are pleased to co-operate, but with the aforesaid association, whose enmity is so apparent, we accept any challenge they may send. We will continue to organize and educate the American wage-earners, fully protecting their liberties and securing for them economic conditions long denied by the type of manufacturers and employers represented by Mr. Van Cleave."

Tenth Day.

The Adjustment Committee made this report on the Woodworkers-Carpenters controversy:

"Your committee recommends that the President and Secretary of the Amalgamated Wood Workers and the President and Secretary of the United Brotherhood of Carpenters, together with the President of the American Federation of Labor, be instructed to jointly recommend to the membership of the two organizations interested an amalgamation in accordance with the action of the Minneapolis Convention of the American Federation of Labor."

The report was concurred in.

The matter of the revocation of the charter of the United Brewery Workers of America was taken up at the opening of the afternoon session. Several resolutions dealing with the subject were considered by the Committee on Adjustment, which reported a substitute. Later President Gompers presented a resolution which provided for the restoration of the Brewery Workers' charter and arbitration of the disputes with the or-

ganization involved. The Gompers' resolution was adopted.

A jurisdiction dispute between the International Shingle Weavers' Union and the International Steam Engineers' Union was settled by mutual agreement.

Eleventh Day.

The Committee on Organization presented its report at the opening of the Eleventh Day's session.

A resolution regarding the organization of female retail clerks, and securing for them a minimum wage of \$9 a week, was reported by the committee that the subject-matter be taken up by the Executive Council and that State branches and central labor bodies be notified of the same. Concurred in.

Several resolutions, making requests for organizers, were referred to the Executive Council.

The convention indorsed the report of the Special Committee on Eight-Hour Workday which, in part, reads as follows:

"We believe the movement for a shorter workday to be one of the most important and beneficial measures of the labor movement; as rest and recreation are absolutely essential to the moral and social advancement of the human race. Physical exhaustion is not conducive to healthy ideas of the desire for self-improvement, and it is difficult to inspire victims of long hours with the proper zeal for their own interests.

"We regard the reduction of the hours of labor as paramount to all other considerations, even to an increase in wages, except in such trades and callings where the earnings are so meager as to make it difficult to maintain a fair standard of living. But in those trades in which the development of machinery is making such wonderful strides, it is absolutely necessary that the hours of work be shortened, in order that the opportunity for employment be shared by all members. * * *

"We therefore urge the persistent agitation and effort to shorten the hours of labor in each trade, by such process as may be most practicable in their respective interests. We are not in favor of universal aggressive action for the establishment of the eight-hour day, at this time, because there are trades and callings now working ten hours a day and in some instances longer. Hence, we repeat that the agitation to gradually reduce the hours of labor should be effectively maintained, and that organizations prepare for action by the accumulation of sufficient funds in order that they can sustain contests in the event that the effort is resisted by employers. * * *

On recommendation of the Committee on Labels, the following was indorsed:

"Resolved, That every member of each affiliated union be, and is hereby requested, to demand the blue label upon all tobacco and cigarettes he may purchase, thereby showing his loyalty to the cause of unionism in a substantial manner."

The committee reported at considerable length on the question of a "Universal Label." Its conclusions were not in favor of the plan, and the convention concurred.

The following recommendation was adopted:

"That authority be granted for the free distribution to the central bodies and local unions of the union-label bulletins now at headquarters; also that all international unions, city central bodies and local unions inaugurate an effective campaign for the union label."

The following resolution was adopted:

"Resolved, That the President of the A. F. of L. be authorized to call a conference of five members, consisting of one person from each of five Label Organizations to meet in Washington, D. C., as soon as practicable, in conjunction with the President, devise ways and means to best promote the advancement of the use of and demand for union label products, and the publishing of a Label Law digest."

The following report of the Building Trades Committee was concurred in by a unanimous vote:

"We, your Committee on Building Trades, find that in accordance with the recommendation of the Executive Council relative to a conference held between sub-committee representing the Executive Council and the Structural Trades Alliance; the committee having given the subject its earnest consideration and believing it to be to the best interest of the labor movement in general that it be under one head; we, therefore, recommend to the Twenty-Seventh Annual Convention that a department of Building Trades of the A. F. of L. be created, said department to be chartered by the A. F. of L., to be composed of bona fide National and International Building Trades Organizations, duly chartered as such by the A. F. of L. and to be given authority over the Building Trades sections; said sections and central body to be affiliated to the A. F. of L. to be composed of bona fide local unions and recognized as such in the Building Trades.

"We further recommend that all local unions of the B. T. S. shall be affiliated with the central bodies of the A. F. of L."

The following was adopted unanimously:

"Whereas, The menace of Chinese labor, greatly allayed by the passage and enforcement of the Chinese Exclusion Act, has been succeeded by an evil similar in general character, but much more threatening in its possibilities, to wit:

"The immigration to the United States and its insular territory of large and increasing numbers

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 9, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Chas. Hammarin presiding. Secretary reported shipping dull. Delegates to the convention of the California State Federation of Labor were nominated. Nominees for the above who desire to become candidates must notify the Ballot Committee before 12 m., Saturday, December 14, 1907. Balloting for Officers was proceeded with

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Dec. 2, 1907.

Shipping dull; prospects poor.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Dec. 2, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 2, 1907.

Shipping poor; prospects uncertain.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Dec. 2, 1907.

Shipping slack; prospects poor.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Dec. 2, 1907.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 2, 1907.

No meeting; no quorum; shipping and prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 2, 1907.

Shipping and prospects dull.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Nov. 25, 1907.

Shipping fair; prospects fair.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 5, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping quiet. The Shipwreck Benefit was ordered paid to a member wrecked on the schooner "Vine" at Deering, Alaska. Voting for officers was proceeded with.

EUGENE STEIDLE, Secretary.

Seattle Agency, Nov. 29, 1907.

Shipping medium; on sailing vessels slow.

ARTHUR KNOWLES, Agent pro tem.

San Pedro Agency, Nov. 29, 1907.

No meeting; shipping very good; few men ashore.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Nov. 29, 1907.

Shipping dull.

DANIEL SULLIVAN, Secretary.

15 Union St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 3, 1907.

Shipping dull; prospects for the coming winter good.

JOHN THORMER, Sec'y pro tem.

1½A Lewis St.

MARINE COOKS AND STEWARDS OF THE ATLANTIC COAST.

Headquarters, New York, Nov. 29, 1907.

Shipping and prospects medium.

H. P. GRIFFIN, Secretary.

42 South St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

CHINESE HOME BUILDING.

The Chinese get along with very little and have few desires, especially when it comes to a house to live in. It must be admitted that the native architects can put up solid and, to a certain extent, beautiful structures, but these are the rare exception and not the rule. The dwellings are generally primitive and not durable. The Chinese do not understand the building of arches. The most they attempt is a simple arch in bridges or doors, but even here it is necessary for them to first erect a mud-brick support for the arch, the former being torn away when the latter is completed. The great mistake made in walls is the poor binding between the outside layers, there often being hollow spaces in the middle which are only filled with loose dirt or crushed rock if they are filled at all. When it rains this interior filling gets wet, it settles and the wall is wedged apart at the bottom. It thus often happens that the outer walls of a house collapse, while the inner ones, which have not been wet, remain standing. The usual preventive for collapsing houses is to rest the beams and roof timbers on wooden posts, which are built into the walls and completely surrounded by the masonry. Thus when the walls give way these pillars hold up the roof and keep the whole house from coming down on the occupants. In the case of two-story buildings these wooden frameworks are always built before the masonry work is started. The use of mortar is also very faulty. The commonly used mortar consists of finely slaked lime, with no addition whatever of quartz sand, but for cases of economy the lime is often adulterated with very fine river sand.

The mason tests the soundness of every brick by hitting it with his knife-shaped trowel, and, like every Oriental tradesman, works slowly. Where stones are used, they are always fitted into proper place on the outside and are brought to rest in the proper place by having little stones put underneath them. As in the case of a mud wall, the hollow part between the two outside layers is filled with stone chips. Only the outside edges are filled with mortar, and the danger of collapsing in time is always present. Solid houses of burnt brick are usually not found in the country, but in the cities and larger market villages, because only the wealthy can afford them. The great masses are content in stable-looking dwellings, whose floor is the earth, whose walls are mud, and whose roofs are straw. The usual house is divided into three equal parts by two beams crossing it horizontally on top of the masonry walls. In the case of houses with straw roofs, a light framework is placed on these beams. To protect the roof from wind, it is often weighted down with large stones.

In the great plains the farmhouses are made entirely of mud with flat roofs. Here the crossbeams rest on two main dividing beams. On top of this is placed a layer of sorghum straw, and that is then covered over with loess. Such roofs need yearly renewing. They are built so that they can

be used to defend the farms, the walls being some three feet higher than the roof, so in times of need the men can go onto them armed, and thus fight from a sort of parapet. Because the rains are very disastrous to these walls, they are often strengthened with a layer of tiles on the outside. The difficulty with this construction is that the inner mud part gives way and collapses when it gets wet, leaving only the thin outer tile part standing. This usually results in throwing the entire weight of the heavy roof on the light tile construction, and the whole house collapses. Many of these flat-roofed mud houses are destroyed during every rain, and whenever the rivers overflow the valleys practically every house is ruined. There are no building laws or police regulations in China tending to better the class of houses now constructed and thus make living in them more safe.

NEW FRENCH ATLANTIC LINERS.

Consul C. W. Martin, of Martinique, reports that the French Compagnie Generale Transatlantique, which maintains a line of ships between France and Colon, Panama, calling at the French West Indian Islands twice a month each way, is extending its service as follows:

The program called for the placing upon this line, beginning about October, of two steamers, the Gaudeloupe and the Perou. They are sister ships, built especially for this run, each having a displacement of 9,500 tons and a net tonnage of 4,500 tons, with 6,000 horsepower, and will make the run across the Atlantic in nine days. They are modern and finely fitted passenger and freight ships, with refrigerator compartments designed especially for carrying tropical fruits from the French islands to France. This should be of great advantage to the people of these islands, as the climate and soil is well adapted to the cultivation of bananas and pineapples. Heretofore there has been only the home market, which was limited to the wants of the islanders themselves.

Fort de France is the supply and coaling station for this line. They have large and commodious docks for handling freight, as well as fuel docks. They also have large machine and repair shops for necessary repairs to their own and other boats. Merchandise from France for Cayenne, South America, and for the islands to the north, including Porto Rico, Cuba, and Santa Domingo, is transferred here to the steamers leaving once a month for these points.

Corundum is an aluminum oxide, the colored varieties of which are the sapphire, oriental ruby, oriental topaz and oriental amethyst. Emery is the granular variety of corundum.

A horse in good condition can exist about twenty-five days without food, so long as he has plenty of water to drink.

Mexicans resemble the Japanese in this, that the vast majority of them eat no butter of any kind.

CHILEAN NITRATE COMBINE.

Consul A. A. Winslow, of Valparaiso, in reporting that the nitrate combine of Chile is one of the most complete trusts in existence, furnishes the following statement of its present operations:

It absolutely controls the output of nitrate and its principal by-products. All the nitrate companies are in the combine, and the production of each plant is fixed, so there is no overproduction. The combine also fixes the price, which is all that the market will stand. The year 1906 was a record-breaker for the nitrate interest in this country, showing an increase in the value of nitrate exported of \$12,006,836 United States currency over 1905, or any previous year, reaching the enormous sum of \$79,320,710, or more than 80 per cent of the total exports of Chile for that year. The value of nitrate exported has nearly doubled since 1900 while the quantity has only increased a little more than 21 per cent during the intervening time. The total export for the seven years amounted to 104,632,588 metric quintals, of 220.46 pounds, which was valued at \$386,227,057 United States currency.

The government of Chile has for several years received from 20 to 50 per cent more from the export duty levied on nitrate than it has received from its import duties, having received during the year 1906 the sum of \$10,306,445 from this source. It is plain to be seen what a hold this industry has on the country and what it means to the government. The influence of the nitrate combine is felt on every hand, and is in a position to largely control the policies of the government. The nitrate deposits are almost inexhaustible, and it is hard to imagine what it may lead to fifty years hence, since, as matters are now managed, something more than 50 per cent of the business actually done is profit, so that of the \$79,320,710 exported during 1906 more than \$39,660,355 was net profit, on a capital actually invested of much less than the profits for one year.

For the first six months of 1907 there was an increase of 733,959 metric quintals exported, and it is expected the last half of the year will show a greater increase, while for 1908 great things are looked for from this industry.

The United States is taking a constantly increasing proportion, in 1905 the amount being about 20 per cent of the output, while for 1906 it came nearer 25 per cent. England consumes nearly one-half the output, Germany coming next.

At the beginning of 1907 there were 121 nitrate works in Chile. These were provided almost exclusively with machinery made in Europe, England taking the lead. Several new deposits are being opened under the direction of the combine.

The College of Eastern Languages in Berlin has engaged four educated Chinese to teach Mandarin. For six hours a week each gets a monthly salary of \$357.

Demand the union label on all products.

JACK BALCOMB'S "GAL."

(Continued from Page 3.)

feeling aroun' for the pibsheets like. Then we all starts in to laugh, but Captain Nickerson he sez, 'Ah! there speaks up a sailor-man who knows his business. That's the way youse all wants to be. When the Lord hollers to youse, 'boutship, youse must holler back: Aye, aye, sir! All ready for'ard; an' stan' by to ease off the foretack an' sheet an' the pibsheets when He sings out: Hard a-lee; tacks an' sheets. We'll now conclude the service by singin' that good old hymn: 'There's a land that is fairer than this.'

"When we went out there was the ladies stan'in' at the door an' shakin' han's with everybody. An' they gave candy to us all, but when a young, good-lookin' feller would come along they'd give him a comfort-bag besides the candy, an' so Jack Balcomb got a comfort-bag, he bein' quite a spruce-lookin' young chap. They say that women don't go by looks in a man, but I tell youse that when they've anything worth while to give away the homely feller, like meself, isn't in on the deal at all. So far's women concern themselves with men, handsome is as handsome looks—you bet.

"But, to bring my yarn back to course again. When we left Nickerson's it was half past ten, an' the Mariners' House allus closes for the night at 'leven—just like them religious fellers; not a drop o' sporting blood in 'em. Me an' Bob Starkey was for makin' a night of it, but 'Millionair' Harry an' Jack Balcomb wanted to go home, an' as we didn't want to break up the gang we went with 'em. Next day we went to sea, nothing out of the or'nary hap'ning except that 'Millionair' Harry an' Jack Balcomb, who'd been the soberest of the crowd the night before, got drunk as lords an' had to be hoisted onboard with a tackle that had been rigged up for takin' in stores with.

"The secon' day out Jack Balcomb looks in the comfort-bag an' finds a reg'lar seamstress' outfit in it—spools of thread an' skeins of silk in all colors, scissors, thimble, needles, pins, wax, buttons of all sizes, court plaster, linen bandages, vaseline, worsted yarn, darning needles, an' the devil only knows what other knickknacks. Also, there was a New Testament in the bag, an' between the leaves of the Testament we finds a letter addressed to 'The Finder.' Jack opens the letter, an' it begins with, 'My dear young sailor,' an' goes on to tell him to be a good boy, an' shun bad company, an' read the Testament, an' please, won't he write once in a while to his friend, Miss Sarah Hollinsworth, No. 48 High St., Chatham, Mass., just to let her know how he is gettin' on?

"Well, Jack was tickled to death 'most over that letter, an' allowed he would sure write to her. An' then we all begins to wonder what kinder girl she might be, whether she was dark or fair, tall or short; but we all comes to the conclusion that she must be an all-fired nice girl, for them's the only ones that likes sailors. Then Bob Starkey up an' offers Jack a poun' of tobacco for that letter. 'Millionair' Harry goes him half a poun' better. I raises the pair of 'em, an' presently we was raising one another till at last we have to throw in Harve shirts an' silk handkerchiefs, an' such like, but Jack swears there ain't enough tobacco and slops

(Continued on page 11.)

HIGHER STEAMSHIP RATES.

Counsul-General W. H. Michael, writing from Calcutta, says that there has been a raise of 10 per cent on passenger rates between Great Britain and India, adding:

This is the second advance made by steamship lines, the P. and O. taking the initiative, and the Anglo-Indian who is compelled to go home frequently to recuperate his health declares that the increased rate is excessive. The steamship companies explain the increase on the ground of the increase in the price of coal. A careful examination of this explanation, however, shows that the increase in price of coal would not justify an increase in passenger rates between London and Calcutta of 1 per cent, if any increase at all. On the other hand, the charge is made that "there is an agreement, a coalition, or a 'trust' between the principal shipping companies trading to India, more especially to Bombay. At the head of this 'combine' is the P. and O. Company, and it includes the B. I., M. M., Anchor, Ellerman, Rubbato, Austrian Lloyds, and others."

The Bibby Line adheres to the old rates, namely, from Rangoon to Marseille, a distance of 2,000 miles, one way \$183, or \$300 for the round trip. The P. and O. charge extra for electric fans, while the Bibby Line does not. The raise in rates is especially hard on anyone of moderate means who has occasion to leave India.

For union made goods and facsimiles of union labels consult the advertising columns of THE JOURNAL.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

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Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Black West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

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MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

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Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Finn Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburgh Expanded Metal Co., Pittsburgh, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Lerch Bros., Baltimore, Md.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.

Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

A. F. OF L. CONVENTION.

(Continued from Page 7.)

of Japanese constitutes a standing danger, not only to the domestic peace, but to the continuance of friendly relations between the nations concerned; therefore, be it

"Resolved, That the terms of the Chinese Exclusion Act should be enlarged and extended so as to permanently exclude from the United States and its insular territory all classes of Japanese and Koreans, other than those exempted by the present terms of that act; further

"Resolved, That these resolutions be submitted through the proper avenues to the Congress of the United States with a request for favorable consideration and action by that body."

A resolution by Max S. Hayes, dealing with the judiciary, was adopted when amended to read as follows:

"Resolved, That it is the sentiment of the Twenty-Seventh Convention of the A. F. of L. that all judges, including the Federal judges, be elected by the people of their respective districts or States, and that no judge shall be elected for a longer term than four years, with the privilege of being re-elected from time to time if the people so desire.

"Resolved, That it is the opinion of the A. F. of L. that our laws should be so amended that no Federal court of less jurisdiction than the Supreme Court of the United States shall have authority to declare any State or Federal law unconstitutional, and that the Supreme Court shall not have power to declare such laws unconstitutional except by the unanimous vote of the court sitting in bank; and further, that no State court of less jurisdiction than the Supreme Court of the State shall have power to declare any State law unconstitutional and that the Supreme Court of the State shall not exercise such power except by unanimous vote of the court."

The following, reported by the Committee on Education, was adopted:

That portion of the Executive Council's report headed 'Labor's Memorial Day,' was referred to your committee. The committee indorses the Council's recommendation that the convention designate a day to be known as and declare itself in favor of the general observance of 'Labor's Memorial Day.'

"Your committee, therefore, recommends that the second Sunday in the month of May be the day to be so designated and observed."

Twelfth Day.

In lieu of lengthy resolutions dealing with the issue raised by the National Manufacturers' Association with respect to carrying on a union-smashing campaign, the Committee on Resolutions reported as follows:

"Your committee concurs in the spirit and intent of this resolution and recommends that one special assessment of one cent per capita be levied to combat the work of the Manufacturers' Association in Los Angeles and other places where similar conditions exist.

"Your committee further recommends that all national and international organizations directly interested in this situation send one or more organizers, as per the advice of the Executive Council of the American Federation of Labor, to successfully prosecute the work necessary to ultimately organize the workers of Los Angeles and other places where like conditions exist."

Concurred in.

Election of Officers.

The first business of the afternoon session was the election of officers.

Samuel Gompers was nominated for President and re-elected by unanimous vote for the first time in many years.

Other officers elected were:

First Vice-President, James Duncan of the Granite Workers.

Second Vice-President, John Mitchell of the United Mine Workers.

Third Vice-President, James O'Connell of International Association of Machinists.

Fourth Vice-President, Max Morris of the Retail Clerks.

Fifth Vice-President, D. A. Hayes of the Glass Bottle Blowers' Association.

Sixth Vice-President, Daniel J. Keefe of the Longshoremen's Association.

Seventh Vice-President, W. D. Huber of the Brotherhood of Carpenters and Joiners.

Eighth Vice-President, Joseph F. Valentine of the Iron Molders' Union.

Treasurer, John B. Lennon of the Journeymen Tailors.

Secretary, Frank Morrison of the Typographical Union.

All of the foregoing were re-elected without opposition.

Andrew Furuseth of the International Seamen's Union and John E. Potts of the Brotherhood of Carpenters were nominated for first delegate to the British Trades Union Congress. Furuseth was elected.

For second delegate, John F. Tobin of the Boot and Shoe Workers' Union and James J. Creamer of the Machinists were nominated. Creamer was elected.

Hugh Frayne of the Sheet Metal Workers was elected Fraternal Delegate to the Canadian Trades Congress.

Denver was chosen as the convention city for 1908.

The following was indorsed:

"Resolved, That we demand that some plan of compulsory life and other insurance be enacted, either by the States or by the Nation, in such a manner as to give adequate security to the toiling masses of the people."

The convention indorsed the following:

"Resolved, That the Legislative Committee of the A. F. of L. be instructed to have drafted a bill, and introduced in Congress, to establish postal savings banks on the basis as at present in vogue in Great Britain, or an improvement thereon, if such can be devised."

After considering some other matters of minor importance the convention adjourned sine die.

BRITISH COAL EXPORTS.

Consul Walter C. Hamm writes that Hull is giving a significant illustration of the prevailing demand in Great Britain for coal. The River Humber along the front of the city of Hull is crowded with steamers waiting their turn to load coal at the docks. Such a sight has never been witnessed in the port before, and the block of docks is greater than ever. In some cases steamers have had to wait a week and ten days before they could get their cargoes, and the cost in demurrage is very serious for all concerned. Day and night, Sunday and week days, the work of coaling at the docks goes on. The fresh coal fields in South Yorkshire and Derbyshire look to the Humber as a natural outlet for their coal to places abroad. Besides this, there is the steady normal increase in demand and the shorter supplies from Continental sources. At the present time the entry into Hull is enormous, the total entry for coal in one month exceeding by 153,408 tons the entry for the corresponding month last year.

A similar situation prevails at Goole and Grimsby, the two nearby ports on the Humber river. At Goole in three years the export of coal has doubled. Judging from present indications the coal shipments from Hull, Grimsby and Goole during 1907 will approach, if they do not exceed, 10,000,000 tons.

There are several causes for this great boom in coal shipments. One is the opening of new colliers in South Yorkshire and Derbyshire, and the consequent increased mining of coal. Another reason is the wider recognition of the facilities offered by the Humber river for coal shipments. The demand is explained by the failure of the Westphalian coal supplies, the great expansion in manufacturing, and the German government's desire to store away huge supplies of coal. The larger portion of the coal goes to Germany, although Holland is taking greater quantities than ever, while shipments go to every continent on the Eastern Hemisphere.

How long the boom will last is uncertain. The shipments have been steadily increasing for a year and a half, and the demand shows no sign of abating. Some of the increase will doubtless be permanent as it will be certain to call attention to the Humber river ports as convenient points for coal shipments.

Elmore's Island, between Hinsdale, N. H., and Vernon, Vt., in the Connecticut River, has been washed away by a freshet. The island was several acres in extent, and was heavily wooded.

There has been a revival of the whaling industry. A few years ago the annual deaths had dwindled to 150.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.**SAILORS' UNION OF THE PACIFIC.**

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.

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ABERDEEN, Wash., P. O. Box 334.

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EUREKA, Cal., P. O. Box 327.

SAN PEDRO, Cal., P. O. Box 2380.

HONOLULU, H. T., 821 Alakea St., P. O. Box 314

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Steuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.

SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

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SAN FRANCISCO, Cal., 93 Steuart St.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Or., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

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COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.**BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.**

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Clement MacDonell No. 12,141, a member of the Lake Seamen's Union, is inquired for by his mother. Address Mrs. A. J. MacDonell, 996 Fedora street, Los Angeles, Cal.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on this Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str, where important news is awaiting him.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havlock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

JACK BALCOMB'S "GAL."

(Continued from page 9.)

in the fore'sle to make him part with the letter. 'An', furthermore,' sez he, 'I serves notice on youse right now that Miss Sarah Hollinsworth is my girl, an' any sucker who thinks otherwise will get it right in the kisser from me as sure's my name's Jack, see? 'Ah, keep your shirt on,' sez Bob; 'nobody wants your dinky old girl, anyway.' Biff! Smash! goes Jack's fists inter Bob's mug, an' in less than half a shake of a lamb's tail there was the prettiest fight under way that one could wish to see—an' all over a blame petticoat that none of us knew from Mother Eve! It's fierce, when you come to think on it, what fools women can make of men. An' right there I takes credit to myself, for, though I've done 'most every foolish thing under Heaven, I never got married.

"We got 'em parted after a while, an' seein' how touchy Jack was on the subject we drops it. We didn't forget it, though—we didn't have a chance to. Every blessed day after that Jack 'ud get that letter out an' read it, but nary a word would he say to us about it. Sometimes he'd go out an' walk the deck for hours, an' then come in an' read the letter again. By an' by he gives up smokin' and chewin,' an' trades his tobacco with the steward for a toothbrush some toothpaste. An' it was a sight to watch him look in the glass every ten minutes or so to see if his moustache was a-comin' out, or if his teeth was a-gettin' whiter, for he'd scrub 'em two or three times a watch. An' he begins to part his hair in the middle, too, like these here sissy-dudes what the girls are so crazy stuck on. What with parting his hair an' scrubbing his teeth an' lookin' in the glass he was kept busy one-half of his watch below every day. An' I'll be dammed if he didn't begin to read the Testament after a while, an' leave off swearin', an' commence to talk to us about how the 'demon rum' was ruining us, soul an' body—just for all the world like Captain Nickerson use'ter talk. Finally, when we got south of the line, he got busy writing a letter to that there girl—we knew it was her because one of the chaps looked over his shoulder while he was writing an' saw that it commenced with 'My dear Miss Hollinsworth.' Well, he kept a-writing an' tearing up, writing an' tearing up, for a week or more, before he got his letter right. Then, as soon as we gets in to Rio, he gives the letter to the old man to mail for him. An', sure enough, in East London, the next place we went to, there was a letter waiting for 'Mr. John Balcomb,' in the same handwriting as the letter in the comfort-bag.

"An' that's the way things kept a-goin' the whole voyage. Jack 'ud titivate himself every watch below till he looked like a counterjumper tryin' for the beauty prize. When he wasn't titivating himself he'd preach to us on the sin of drinkin' an' swearin', an' keepin' bad company ashore, an' the likes of that. In every port he'd have a letter waiting for him from his girl, an' send her two or three of his own in return. When we got to Calcutta he goes ashore an' has his picture took an' sends her that. Then, in Hongkong, he gets her picture in the next letter, an' he was so tickled over it that when we asked him for a look at it he showed it to us. Well, she was a pretty fair-lookin' piece o' calico, maybe twenty-

five years or so, an' we all congratulated Jack on' said we hoped he would give us an invitation to his wedding, which sorter talk made him draw into his shell again. What puzzled me an' a few more of us was the way she had her hair done up—just like an old aunt of mine 'way back when I was a boy; three cork-screw curls on each side a-reaching down to her shoulders. Howsomever, we thought that maybe she was one of them there old-fashioned country girls what's never been away from home, an' liked her all the better for it.

"Well, gentlemen (here Jim looked at the alarm clock) 'taint no use stringin' this here yarn out much more. We got back to Boston all right, an' as soon as Jack gets his money, off he goes to Chatham, a-promisin' that he would write to us an' let us know how things went. We tried hard to get him to take a parting drink with us, but 'twas no use. 'I'm done with drinkin' forever,' sez he, 'an' I hopes youse will all leave off guzzlin' that accursed stuff.' 'Ta, ta, old man,' we sez; 'an' here's lookin' at you. Give our regards to Mrs. Balcomb that's to be.' An' away he scoots with his fingers in his ears so's not to hear us.

"The rest of us stayed in Boston, goin' in for a good time while the dough lasted. Some landed in the calaboose, some fetched up in hardup boardinghouses, an' a few got stranded on the beach, the boardinghouses bein' full an' shipping mighty slack. Christmas was a-comin', too, an' it looked kinder blue for us. An' so Bob Starkey goes home to his folks to spend the holidays with them, an' 'Millionair' Harry goes to the bank an' draws out \$75, an' sez he to me: 'Let's go to New York an' ship in some West Indian, an' pass the winter away where the flyin' fish is sportin' an' old Redface never goes on a vacation.' 'All right,' sez I, 'I'm your man on that proposition.' An' away we hikes to little old New York by the Fall River line, the 'Millionair' standing good for the pair of us.

"Of course, bein' in New York, we had to go an' see old friends on the Bowery, an' after supper we blew in at Steve Brodie's, the Brooklyn bridgejumper, for some of his Tom and Jerry, which he knows how to make better than anyone else on the Bowery. It was 'Hello! hello!' an' 'hello!' all 'round, an' 'What's yours?' right an' left, an' we was just beginning to tell the stew-boys an' chronics 'roun' the bar 'bout the voyage we'd made, when who should come in loaded to the scuppers an' singin' 'Come to me arms, Norah darlin',' but Jack Balcomb! An' Lord, what a sight he was! He hadn't had a shave or a wash for over a week. His eyes was blackened an' his face bruised all over. His clothes was in rags, an' dirty with beer stains an' mud; an' tobacco juice was spattered all over his shirt bosom. What made him look worse to us was that when we seen him last he was spruced up good enough to mash a Fifth Avenoo chippie.

"'Hello, Jack!' sez we to him, 'what's the matter? Ain't you goin' to get married?' 'Married hell,' sez he; 'do youse think I'm goin' to marry me gran'mother?' Well, we takes him out in the backroom to one of the tables an' gets him to tell us what happened to him after he left us in Boston. 'I was never taken in so bad in all me born days,' sez he, 'an' it's me for single life after this, an' the women can go an' chase themselves for aught I care. When I gets down

to Chatham,' he goes on, 'I goes straight to 48 High street an' knocks at the door. Out comes a woman about fifty or fifty-five years old, lookin' as though she might be a relation to Sarah—her mother or aunt, I thought. "Oh, Jack," sez she to me, all of a flutter like, an' smirkin' at me like a slavey makin' love to a policeman; "I'm so glad to see you. Won't you come in, dear?" "Thank you, ma'am," sez I, goin' in after her; "but where's Sarah?" "Sarah?" sez she, surprised like; "why, I'm Sarah. Don't you know me, Jack?" Well, boys, you could have knocked me down with a feather; I was that flabbergasted. There she was, a little dried-up, wizened old woman, splayfooted, flat-chested, round-shouldered, an' her face so sharp an' thin you could have split kindling wood with it. Presently I pulls myself together an' takes out the picture she sent me in Hongkong, an' asks her: "When was this picture took, Miss Hollinsworth?" "Oh," she sez, "a few years ago—maybe four or five." Then, seein' the look on my face, she falls all of a heap on the sofa an' bursts out cryin'. I don't know what made me do it, but I takes to my heels right then, an' I never stops till I gets to New York; an' here I am. Now, I ask youse as old shipmates if that sorter thing isn't enough to drive a man to drink?"

"Well, we allows that it probably is; an', to tell youse the truth, I don't know but I might have done as bad as Jack done if the thing had happened to me. As I said a while ago, I've been kinder leary of women ever since; especially the young women they're raisin' nowadays. I declare if I—"

At that moment the skipper's voice was heard outside the fore-castle singing out:

"Whose anchor-watch is it?"

"Mine, sir," replied Jim Black.

"Come on deck an' keep it, then," said the skipper, angrily; "the fore-castle is no place to keep anchor-watch in."

Muttering imprecations on the skipper's head Jim moved towards the fore-castle door.

"Douse the glim, Jim, before you go on deck," cried "Erie" Bill from his bunk.

HAWSERLAID BILL.

WALRUS AND NARWHAL TUSKS.

Consul-General F. R. Mowrer, of Copenhagen, says that on account of the limited quantity of walrus obtained it appears that their ivory, oil, and skin is not exported to any extent from the Danish possession of Greenland. He gives further information, as follows:

Walrus skin is used to cover small boats, to which it is attached with the points of the walrus tusks. These tusks are also used as points for harpoons and for ornaments.

Norwhal tusks are exported exclusively from Greenland to Copenhagen by a Danish firm [name on record at Bureau of Manufactures]. The importations in 1904 were 311 pounds; in 1905, 223 pounds, priced at 9 to 10 kroner (\$2.41 to \$2.68); in 1906, 389 pounds, priced at 18 to 19 kroner (\$4.82 to \$5.09). The tusks are usually sold at auction in November. The name of a sworn broker to bid at these sales can be furnished by the company alluded to. The only merchant who deals in tusks is located at Copenhagen.

In Austria the product of every margarine factory is frequently analyzed by government chemists.

World's Workers.

A select committee of the House of Commons is now inquiring into the sweating evil, with a view of trying to abolish it.

An all-round increase of 10 per cent in hewing rates has been obtained by the members of the South Coast Miners' Union of N. S. W.

The Australasian Federated Butchers' Union, which is making splendid progress in every State, has now another branch in West Australia.

Traffic on the East Indian Railway, the second largest line in India, was tied up, 6000 passengers were stranded and famine conditions were made acute by a general strike.

Of 15,595 members of Trade Unions forwarding returns to the Norwegian Central Bureau of Statistics, 207, or 1.3 per cent, were described as unemployed at the end of September.

English railway companies, after feeling the public pulse, have taken second thoughts, and are now considering the advisability of recognizing the officials of the Railway Employees' Union.

The Italian Government has presented a bill prohibiting bakers from working at night and establishing a heavy fine in case of infraction, which will go to the fund for incapacitated and aged workmen.

On January 1, 1907, there were 25,714 co-operative societies in existence in Germany, with a total membership of 3,860,143, the corresponding totals for a year ago being 24,652 and 3,658,537. The large majority of these were credit associations, with an aggregate membership of over two millions.

Seventy-seven disputes were reported to the French Labor Department as having begun in August, compared with 118 in the previous month, and 78 in August, 1906. In 74 of the new disputes, 7,874 workpeople took part, as compared with 16,207 workpeople who took part in 114 of the disputes in July, and 12,030 who took part in 69 of the disputes in August, 1906.

From the report on Emigration and Immigration during 1906, which has just been published in Great Britain, it appears that the gross number (557,737) of outgoing passengers (British and foreign) from the United Kingdom to non-European countries last year was the largest ever recorded, showing an increase of no less than 98,000, or 21 per cent, as compared with 1905, which was itself a record year.

The conditions under which labor contracts are entered into and carried out in Holland are amended and supplemented by a law passed on July 13 last. A "laborer" within the meaning of the new Act is any person who binds himself to perform work during a certain time in the service of another for wages. Persons employed in the civil service, mercantile marine, and railway service, are excluded from the operation of this law.

A committee from the emigration agencies at Tokio has held a conference with Minister of Foreign Affairs Hayashi, who announced that the plan of the Japanese Government was to closely limit all emigration to the United States and Canada. Some members of the committee angrily announced their opposition to this course, but Minister Hayashi remained firm and dismissed the committee without changing his attitude and making no compromise.

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Andersen, Fritzof
Andersen, Geo. Chr.
Andersson, A.
Arras, Moritz
Behrens, Emil
Bjorkman, Chas.
Bluhm, Peter
Euse, Paul
Rauwens, Edemon
Renson, John T.
Bergh, Edw.
Dalton, Thomas H.
Eriksen, E.
Ehlers, Henry
Elving, Gust
Engbrethsen, Daniel
Ellassen, O. E.
Frost, Hans
Goethe, Viktor B.

Larsen, F. -1113
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Lindeman, A.
Langvardt, Christian
Lang, G.
Le Fevre, Louis.
Lange, F.
Lettre, Honore
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Marks, S. W.
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Anderson, J. -1514
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Bartels, Herman
Bosch, Hans
Carlson, Axel Aug.
Eidsvaag, Peter S.
Ellason, Carl
Erlund, Hans P.
Ekeland, Sigurd
Follis, Geo.
Frick, M.
Guyader, Georges
Johannsson, K. J.
Johanson, Anton
Johansson, Frederick
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Kalberg, William
Kolp, Otto
Kristensen, Jens
Lang, Gust
Lindroos, A. W.
Mattson, Emil
Mittenmeyer, J. F.
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Rosenfold, Isak -713
Russell, Ed
Skaanes, Olof
Tidmann, Charllo
Tollefsen, Andreas
Tonge, N. W.
Winnir, C. B.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan
Ahrens, A.
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Selenski, P.
Slemers, B.
Silow, O.
Sivertsen, S. B.
Simonsen, B.

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Stander, B.	Valentine, G.
Storr, W. T.	Vanous, Geo.
Steine, I. L.	Vidot, W.
Steen, Ivar	Woodhull, C.
Stuhr, H. M.	Wilhelm, H.
Storness, A. O.	Wilson, Sanford
Steele, Joseph	Wickman, P.
Swenson, Otto	Wallace, A.
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Honolulu Letter List.

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Harvisen, I.	Pratt, L.
Kelringer, N.	Schmidler, J.
Kohne, E.	Schmidt, A.

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Pt. Townsend Letter List.

Enchom, Carl R.	Larsen, Anton
Eliassen, C. E.	Larsen, L. K.
Evans, Stanley	McLennan, Donald
Grew, Jorgen	Olsen, Alfred
Heine, C.	Stachenssen, C
Helms, William	Syvetsen, Syvaret
Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

News from Abroad.

Nathan Straus has offered to supply
25 milk sterilizing plants for British
cities in his campaign to save infants'
lives.

It is announced in a newspaper that
the bill for the annexation of the
Congo Independent State by Belgium
stipulates that cession will take place
on January 1.

Official announcement confirmed
the report that owing to illness Sir
Henry Campbell-Bannerman, Eng-
lish Prime Minister, is to go into
virtual retirement.

According to statements given out
by the Canadian Commission, officers
and engineers of the Phoenix Iron and
Bridge Company blamed Theodore
Cooper for the collapse of the Quebec
bridge.

King Edward, Queen Alexandra and
the Prince of Wales have each prom-
ised to present a gold cup valued at
about \$5000 in connection with the
international horse show in London
in 1908.

The Board of Foreign Missions of
the Presbyterian church has author-
ized a special campaign for the rais-
ing of almost \$4,000,000, to be used in
Corea, where the field is now regarded
as especially promising.

The Nobel prize for chemistry will
be awarded to Sir William Crookes of
London. Rudyard Kipling has been
designated from the literary prize. Be-
sides the bronze medal, the award
carries a cash bonus of \$40,000.

It was announced at Washington
that the present program was to have
the Cuban municipal elections held in
May next, the presidential election the
following December and to withdraw
the American troops in July, 1909.

Events in China tended to show
Japan's increasing influence over that
country, Prince Pu Lun going to
Tokio to learn lessons in parliamen-
tary government in Tokio and the
Mikado's policy in Manchuria growing
more aggressive.

The Dominion Parliament was
opened on November 28 by Lord Grey.
Lord Grey, in his speech from the
throne, referred to the great increase
in trade and revenue of the Dominion.
The last fiscal period closed by re-
ducing the public debt by \$3,000,000.

In recognition of the commence-
ment of the sixtieth year of his reign
Emperor Francis Joseph has issued
a decree of extensive military am-
nesty, granting free pardon and the
resumption of civil rights to all de-
serters, fugitives and evaders of mili-
tary service.

Advices from Havana to Washing-
ton showed that with the completion
of the Cuban census the question of
setting a time for holding elections
and surrendering the reins of govern-
ment to the Cubans had become acute,
none of the political leaders agreeing
on the action to be taken and all want-
ing to be sure of their power before
the Americans withdraw.

It is understood that American
Ambassador Thomas J. O'Brien has
officially called the attention of the
Japanese Government to the great in-
crease in the number of Japanese ar-
riving on the Pacific Coast. He pre-
sented the view of the State Depart-
ment that this can not be considered
in accordance with promises of the
Japanese Government, and therefore
requested a rigid investigation and
prompt measures to prevent the im-
migration into America of any per-
son who, entering as a student, might
afterward become a laborer.



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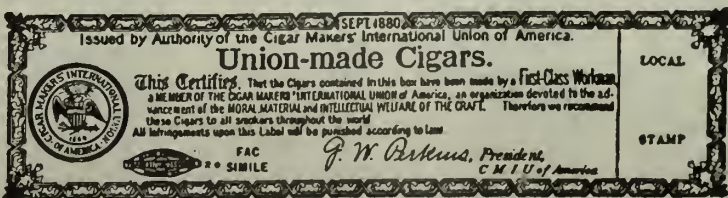
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Labor News.

Mrs. Quackenbos, assistant to the United States Attorney General, said she believed she could rid the South of peonage.

The threatened strike of marine engineers at Honolulu has been averted by the acceptance of a proposition to arbitrate grievances.

The American Federation of Labor went on record as opposing all immigration to the United States from Asiatic countries.

Representative Hayes of California, has introduced a bill providing for Japanese exclusion. It is comprehensive in scope, and if it should ever get out of the committee it is likely to be somewhat pruned, but there is an impression that its author realizes that fact.

Over 400 men were discharged from the forces of the Charlestown Navy Yard on December 1, the work on the various battleships at which they had been engaged having been completed. It is expected that altogether 1000 of the 3000 workmen employed at the yard will be laid off within the next two weeks.

The Canadian Pacific railroad steamer Monteagle, from Hongkong, arrived at Vancouver, B. C., on December 2, with 189 Hindoos, eighty-three Chinese and forty-five Japanese. Forty Hindoos were detained for insufficient funds and disease, and ten Japanese, suffering from trachoma detained. Twenty-two of the incoming Chinese paid the \$500 head tax.

After holding out for eight weeks against the Marine Engineers' Beneficial Association, of Baltimore, the members of which are striking for higher wages, the American Towing & Lighterage Company, through its agents, have conceded to the engineers their demands. The day after amicable relations were established nearly all of the engineers and oilers returned to work for the company.

A letter has been received at the Mare Island Navy Yard by the Board of Labor from Manchester, England, asking what arrangements can be made by the United States Government to pay the fare and insure permanent work for first-class shipbuilders to the number of twenty-five who desire to come here to work. As the men are aliens they can not work at the yard, and a reply to that effect has been forwarded to them.

Hindoo laborers on Puget Sound, who have been driven from town to town by anti-Asiatic societies, will be shipped to the Hawaiian Islands for work on the sugar plantations. Arrangements are now being made for chartering a special steamer to carry away all the Hindoos gathered in the Sound country, and it is believed by agents of the Hawaiian planters that several thousand Hindoos in Washington and British Columbia can be induced to go back to the tropics.

Labor agents are in Seattle, Wash., gathering men to be shipped into the Tanana, Alaska, district to work in the mines of that territory and to break a miners' strike that has lasted a year. The men will be shipped over the winter trail at guaranteed good wages and pitted against the miners' union. Previous attempts to break the strike in this manner have failed, and last fall several men sent to Fairbanks were shipped back again by the striking miners. A temporary truce was patched up late in the fall and a partial clean-up made.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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Svensson, S.
Schade, W.
Thogersen, T. Ch.
Turnquist, E.
Thorsen, Tage
Thornhill, D.
Westberg, Thom.
Westergreen, Carl
Wistrop, F.
Warer, Harald
Vongher, E.

Eureka, Cal., Letter List.

Andersen, -1447
Andersen, Olaf
Andersen, S. E.
Bastrom, C.
Carlson, Oscar
Christensen, O. M.
Fleuvre, George
Favlig, John
Gustafson, Edvot
Gunter, Theo.
Hjort, Knut
Isacson, H.
Jensen, Hans
Johnsen, Hans
Johansen, J. -25
Knapf, Fritz
Knutsen, Jacob
Nylund, Sven
Nicoles, Sant
Shurbs, Christ
Svensen, Olaf
Wefle, Fritz
Wifstrand, C. F.

INFORMATION WANTED.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother Edward. Address, Coast Seamen's Journal.

Anton August Levedahl, sometimes called C. A. Dahl, last heard of in Portland, Or., in 1904, is inquired for by his brother, J. H. Levedahl. Address, 3831 Seventeenth street, San Francisco.

H. W. HUTTON

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Maritime Matters and Criminal Law
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o'clock m. and Saturday evenings from 7
o'clock p. m. to 8 o'clock p. m. for receipt
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ident, Emil Rohte; Cashier, A. H. R.
Schmidt; Assistant Cashier, William
Herrmann; Secretary, George Tournay;
Assistant Secretary, A. H. Muller; Good-
fellow & Bells, General Attorneys.

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Bergen, F. Tillmann, Jr., E. T. Kruse and
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square dealing, right prices. D. ED-
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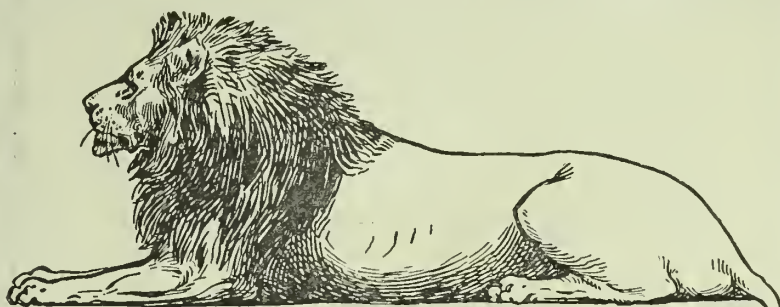
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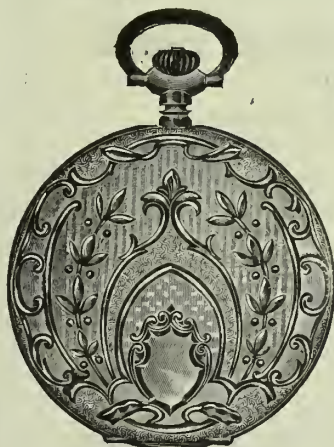
BACK ON MARKET STREET.

OPENING ANNOUNCEMENT OF FALL AND WINTER.

Mr. Lyons invites his friends and the public generally to visit his new store, 771 Market street, and to inspect the finest line of Fall and Winter Cloths that has ever been displayed on the Pacific Coast. These goods range in price—for Suits made to order, \$20 and up. Overcoats, from \$20 up, and Trousers from \$5.50 up. The same lines may be found at all of Charles Lyons' stores. Please note the address.

NEW DOWN-TOWN STORE - - - - - 771 MARKET STREET
731 Van Ness Ave. - - - - - 1432 Fillmore St.

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E. F. COLLINS, Manager

Watches, Diamonds and Jewelry

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J. COHEN & CO.**Baltimore Clothing Store**

NEXT TO SAILORS' UNION HALL

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Boss of the Road and Can't Bust 'Em Overalls, 75 cents.

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AGENTS FOR WALK OVER SHOES

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Between King and Berry Streets, San Francisco.

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Boots and Oil Clothing. Seamen's Outfits a specialty.
If you want first-class goods at the lowest market price, give us a call. Do
not make a mistake—LOOK FOR THE NAME AND NUMBER.

Domestic and Naval.

The Hamburg-American Steamship Company announced an increase in rates, due to the exodus of foreign labor from the United States.

The steam yacht Kanawha, owned by Hartley C. Baxter of Brunswick and valued at \$65,000, was burned on November 28, at Brunswick, Me.

Four American fishermen were captured on the Canadian side of Erie after a lively chase and a shot had been fired by the Canadian patrol.

The three-masted schooner "Flo. Condon," of 219 net tonnage, built in 1872 at Belfast, Me., has been sold by Capt. Sellers, of Belfast, to Capt. Allen, of Boston.

The United States Engineers' office at Boston is advertising the wreck of the Castine schooner "Phincas H. Gay," sunken in Broad Sound. Unless removed by December 18, they give warning that it will be destroyed.

The Northumberland Shipbuilding Co., Howdon-on-Tyne, are reported to have secured an order for the construction of a steamer to carry about 3,400 tons deadweight, and to steam about 10 knots, for the Canadian Lake trade.

A contract has been awarded for the construction of two stern wheel river steamers for the Hudson Bay Company for service on the Skeena River, to replace the "Mount Royal," which was wrecked July 6. The cost will be \$80,000.

The British schooner Vinita, from New York for St. John, N. B., with 340 tons of sulphur, sprung a leak and sunk 19 miles southeast of Thatchers Island on November 14. The crew was landed at Boston. Vessel was valued at \$12,000.

Six miles off Tarpon Springs, on the Gulf's bottom, 57 feet below the surface, Nicholas Andreas and John Bastonias, Greek sponge divers, fought desperately with a sponge hook for the possession of a big sponge. Both received severe wounds.

Thomas Butler & Co., of Boston, who recently purchased the old schoolship "Saratoga" for \$3,210, will tow her to a New England port to be broken up for the old material in her. It is estimated that there is more than \$3,000 worth of copper alone in the old hulk.

A Japanese steamship company has purchased from the Canadian Pacific Railway Company, says the New York Tribune, the Pacific steamers Tartar and Athenian, and will use them in a service between Yokohama and Calcutta. The price paid for the steamers is said to have been \$275,000.

Japan, it is reported, has made an offer to the Spanish government to construct some of her war vessels, authorized by the new naval program, at a lower cost than any tender submitted by any other country. This is apparently Japan's first competitive bid for the building of foreign warships.

The Boston Towboat Company has floated the schooner Alice M. Colburn, which grounded on West Chop, November 6. One thousand tons of coal was lightered before the vessel floated. Divers found that part of the schooner's false keel was gone, port side chafed, starboard seams open and rudder head carried away. The Colburn, after making temporary repairs at Vineyard Haven, will be towed to Boston for permanent repairs.

With the Wits.

Explains.—"Why does the professor have all of those letters tacked on to his name?"

"That shows that he got there by degrees."—Nashville American.

Out of Reach.—"In a few years," said the inventor, "we will be traveling by airship."

"I hope so," answered the automobilist. "It will be a joke on the country sheriffs."—Washington Star.

How Silly!—McCall—"Your book-keeper seems to be a bright young woman."

Merchant—"Yes, but she has some queer ideas."

McCall—"Yes?"

Merchant—"Yes, she enters our messenger boy's wages as 'running expenses.'"—Philadelphia Press.

Self-Providing.—Mistress "Did you remember to feed the cat every day during my absence?"

Servant—"Every day but one, ma'am."

Mistress—"And didn't the poor thing have anything to eat all day?"

Servant—"Oh, yes, ma'am; she ate the canary."—Chicago Daily News.

Close Quarters.—"So you are living in an apartment house, Harker? Are the flats very small?"

"Small? Why, they are so small we are afraid to tell the children ghost stories."

"How is that?"

"Why, their hair might stand up and then the paper on the ceiling would be soiled."—Chicago News.

Why She Was Mad.—Clara—"Well, aunt, have your photographs come down from Mr. Fracecallo?"

Miss Maydeval (angrily)—"Yes; and they went back, too, with a note expressing my opinion of his impudence."

"Gracious! What was it?"

"Why, on the back of every picture were these words: 'The original of this is carefully preserved.'"—Pennsylvania Grit.

The latest:

SAN JUAN

2 for 25c.
and 10c.

High Grade Union Made Cigar.

All the Leading Brands

CIGARS AND TOBACCOS

ALWAYS ON HAND

I. S. U. of A. Buttons For Sale

GUS. HOLMGREN

154 EAST ST.

San Francisco

JOHN J. BAGLEY & CO.

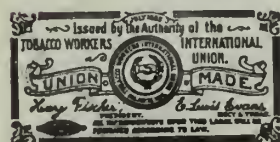
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The Largest Clothing Establishment in the World

A union concern operating a union factory—making union clothes—and we want to say right here, they're the best clothes in the land. We sell direct to the wearer and save you one-third—or, in other words, the profit every retailer would be compelled to charge you with.

We undersell them all—that's the reason we do the biggest business. Did you see our new store at Fourth and Market Streets? It's the talk of the town.

S. N. WOOD & CO.

THE BIG STORE	UPTOWN STORE	DOWNTOWN STORE	OAKLAND STORE
Fourth and Market	Fillmore & Ellis	730 Market	11th & Washington

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THE MERCHANTS' NATIONAL BANK

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Total Assets	2,200,000

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HAMILTON BROWN'S UNION MADE SHOES, BUCKINGHAM & HECHT'S UNION MADE SHOES.

AGENTS FOR

STOCKTON VICUNA FLANNELS, BEST MADE.

UP-TO-DATE STYLES IN SUITS AT REASONABLE PRICES.

HATS, CAPS, FURNISHING GOODS, ETC.

FAIR PRICES. RELIABLE GOODS.

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Prop. and Mgr.

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WILLIAM B. PAGE, Class Instructor.

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Use Curative Skin Soap for
Pimples. Price, 25c.

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LEAVENWORTH

STREET, S. F.

LUNDSTROM HATS

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1458 MARKET ST.

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1600 FILLMORE ST.

ALL UNION HATS

BEST SMOKE ON EARTH

RED SEAL CIGAR

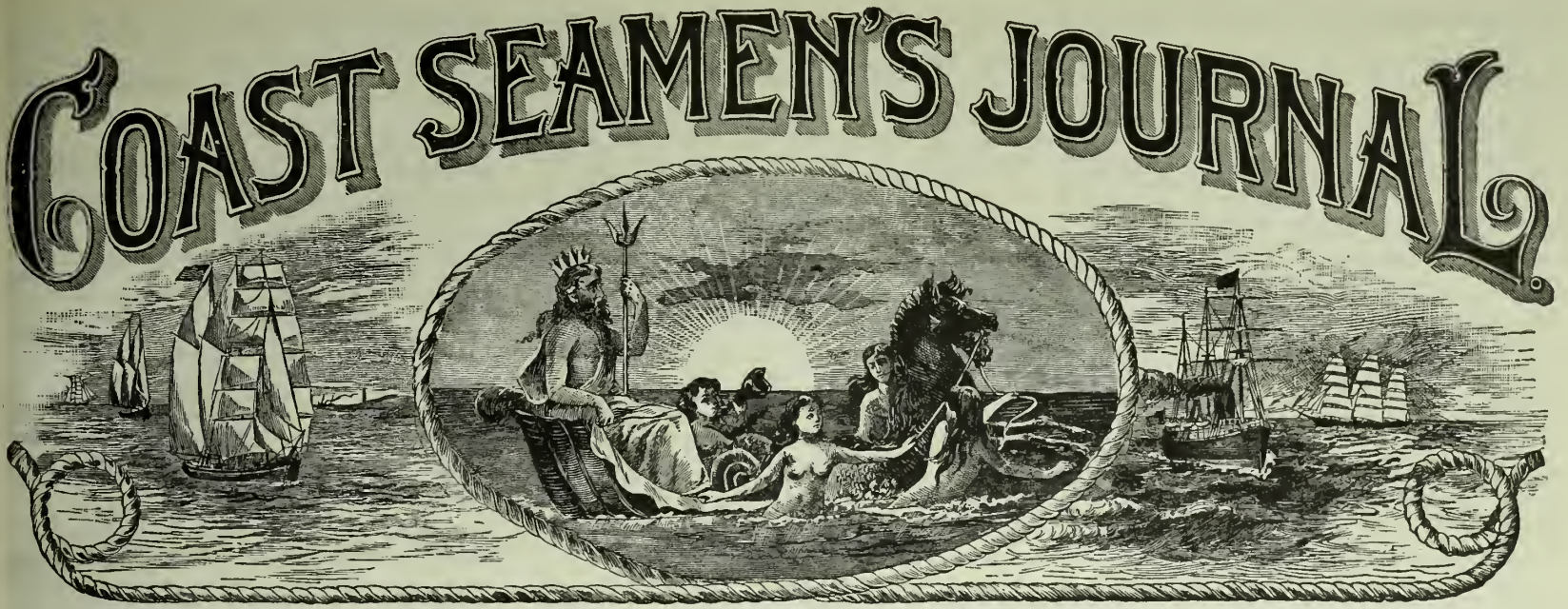
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RED SEAL CIGAR CO., MANUFACTURERS

133 Hartford St., S. F.

THE NATIONAL.

WANTED—150 men to sleep in our new and clean beds; 25 and 50 cents per night. 217 East street, between Washington and Jackson streets, San Francisco.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 13.

SAN FRANCISCO, WEDNESDAY, DECEMBER 18, 1907.

Whole No. 1043.

SEAMEN'S CONVENTION.

FOLLOWING is a synopsis of the proceedings of the twelfth annual convention of the International Seamen's Union of America:

FIRST DAY.

The convention came to order in North Side Trade-Union Hall, Chicago, Ill., at 10 a. m., December 2, 1907. President Penje, in opening the convention, called attention to the importance of the work on hand and expressed the hope that the deliberations of the seamen's representatives would be successful.

President Penje then introduced Mr. John J. Fitzpatrick, President of the Chicago Federation of Labor, who delivered an address of welcome in the name of organized labor of the city.

President Fitzpatrick briefly reviewed the recent history of organized labor in Chicago, showing the persistency of the workers in sticking together, despite the utmost efforts of their opponents to destroy the spirit of unionism. Touching the progress of the local labor movement, the speaker recited the various activities of the organized workers and their friends, noting particularly the movement for the furtherance of the union label and the auxiliary work of the women, organized in the Women's Trade-Union League and the Women's Union Label League.

President Fitzpatrick concluded by declaring that, notwithstanding the charges made by the enemies of organized labor, the trade-unionists of Chicago were not ashamed of their work, but, on the contrary, were proud of it and proposed to continue the struggle for better conditions of employment and to that end would persist in the task of uniting every man and woman who works for a living. The speaker concluded by expressing his sincere wishes for the success of the convention.

President Fitzpatrick was heartily applauded upon the conclusion of his address. President Penje thanked the speaker in a few appropriate remarks.

The Committee on Credentials was appointed, as follows: G. C. Bodine, Archie Davidson, J. M. Lyons.

The Committee on Rules was appointed, as follows: A. McKechnie, Val Duster, Robert Clark.

Committee on Rules reported; report amended and adopted.

Delegate John Leibold appointed Sergeant-at-Arms.

Delegates Present.

Committee on Credentials reported, as follows: We, your Committee on Credentials, beg leave to respectfully report as follows: We have carefully examined the credentials offered to us by the various affiliated bodies and have examined the Secretary-Treasurer's books to ascertain the financial standing and membership of said organizations, and do find and report as follows:

LAKE SEAMEN'S UNION.

	Votes
Wm. Penje	4.38
Wm. Curry	4.38
W. H. Jenkins.....	4.38
T. J. McCoy.....	4.38
George Hansen	4.38

Fred Huehns	4.38
Wm. Shaw	4.38
V. A. Olander.....	4.38
Thos. Lester	4.37
Gus Pedersen	4.37
T. A. Hanson.....	4.37
Val Duster	4.37
J. R. Scanlon	4.37
W. L. Smith.....	4.37
Alex. McKechnie.....	4.37
W. J. Murphy.....	4.37

Total70.00

MARINE FIREMEN, OILERS, ETC., OF THE GREAT LAKES.

	Votes
E. Stack	3.29
John Fisher	3.29
James Bellinger	3.29
Robert Clarke	3.29
Archie Davidson	3.28
John Regan	3.28
Joseph Leibold	3.28

Total23.00

MARINE COOKS, ETC., OF THE GREAT LAKES.

	Votes
Richard H. Walker.....	5
Thos. F. Heffron.....	5
Christ Johnson	5

Total15

ATLANTIC COAST SEAMEN'S UNION.

	Votes
Wm. H. Frazier.....	7.25
Gust Brown	7.25
Felix Foley	7.25
George C. Bodine.....	7.25

Total29.00

ATLANTIC COAST MARINE FIREMEN'S UNION.

	Votes
Wm. Robertson	4
Daniel Sullivan	4
Walter B. Hoffman.....	4

Total12

MARINE COOKS AND STEWARDS OF THE ATLANTIC.

H. P. Griffin.....	7 votes
H. A. Sanderson.....	5 votes

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

	Votes
C. J. Harrington.....	4.34
John M. Lyons	4.33
Wm. Meehan	4.33

Total13.00

SAILORS' UNION OF THE PACIFIC.

	Votes
H. G. Lundberg.....	17
D. W. Paul	17
A. Furuseth	17

Total51

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

	Votes
Eugene Burke	7
Leonard Norkgauer	7

Total14

FISHERMEN OF THE PACIFIC.

	Votes
Ed Rosenberg	5
I. N. Hyden	5

Total10

BAY AND RIVER STEAMBOATMEN OF CALIFORNIA.

	Votes
Ed Andersen	4
Total vote of all organizations..	253
Total number of delegates.....	46
Total number of organizations..	11

We recommend the seating of all the above-named delegates, with the number of votes accredited to each one.

We also recommend the seating of General Organizer Benson without a vote.

Your Committee has received a protest against the seating of W. B. Hoffman as a delegate to this convention, filed by the delegate from the New York Harbor Boatmen. As the credentials offered by W. B. Hoffman are in proper shape and form and under seal of the Atlantic Coast Marine Firemen's Union, your Committee does not feel that it has any jurisdiction to go further into the matter, and therefore has recommended the seating of this delegate, but respectfully asks leave to annex the protest in question to this report for such further action as this convention may deem just and proper.

All of which is respectfully submitted.

GEORGE C. BODINE,
Chairman.
ARCHIE DAVIDSON,
JOHN M. LYONS.

PROTEST.

Harbor Boatmen's Union of New York and Vicinity—I protest against the seating of W. B. Hoffman as a delegate to this convention on the ground that he is a harbor boatman and has not been elected by our organization as a delegate to this convention.

H. A. SANDERSON,
Delegate, Harbor Boatmen's Union of New York and Vicinity.
Report of Committee on Credentials adopted.

Report of President.

President Penje read his annual report, as follows:

Chicago, December 2, 1907.

To the Officers and Delegates to the twelfth annual convention of the International Seamen's Union of America.

Greeting—It is with pleasure that I welcome you, the representatives of the organized seamen of the Western Hemisphere, to this, our twelfth annual convention.

I hope and trust that our convention may be harmonious and that the deliberations may be calm and intelligent; that harmony and good-will may prevail in order that the very best interests

of the membership of our organization may be subserved.

Another year in the annals of the organized seamen has come and gone, a year filled with momentous events to us all. New problems are confronting us, the solution of which means further progress and further improvement in the conditions under which we labor. As time goes on, more and more is expected from the deliberations and results of our work; heavier and greater become the responsibilities which rest upon us.

From the personal knowledge that I have of the delegates attending this twelfth annual convention of the International Seamen's Union, I feel confident that you will prove faithful and true to the great trust reposed in you by the membership of our organization. Coming, as you do, fresh from among our members, and on account of the way that some of you have been situated in the past, having a vantage viewpoint, coming in contact daily with all seamen entering your respective ports throughout the year, fully conscious of the disadvantages under which the men we represent labor at present, you are especially equipped to bring before this convention the evils from which we suffer at present, and are especially competent to suggest and recommend such action as will ameliorate these evils.

The past year has been full of incidents of great importance to the International Seamen's Union of America. One year ago when we met in Boston, the Marine Firemen, Oilers and Waretenders' Benevolent Association of the Great Lakes had applied to the American Federation of Labor for a charter; now we are pleased to welcome them to our convention, and it means a reinforcement of four thousand five hundred fellow-seamen.

When we met a year ago, the jurisdiction dispute was still in the hands of President Gompers of the American Federation of Labor. Since then, however, President Gompers has reported, and the seamen's contention has been upheld in every phase of the controversy, and has now the sanction of the entire labor movement of the United States.

All organizations affiliated with the International Seamen's Union of America are making progress. The condition of all men in the affiliated organizations has been improved materially, and some have received a good, substantial increase in wages, while others have held their own.

At the request of Mr. Flett, organizer for the American Federation of Labor, I visited Montreal in July. I found upon investigation that the men whom Mr. Flett had in mind to organize were masters and pilots who thought themselves a little above the man before the mast. These men are scattered along the St. Lawrence and are hard to get at. They were too timid to come to a meeting for fear of losing their jobs. However, shipping in Canada is on the increase, and Montreal will no doubt be an important point in the future. The transatlantic trade is extensive. There are several ocean steamship lines out of Montreal; but as they hire and discharge their men in Europe, nothing can be done at this end of the route. When I returned I found a letter from Joseph Havelock Wilson, who heard of my visit to Montreal. The question of organizing this kind of boats should be taken up by the International Seamen's Union. I am of the opinion that through combination with the British Seamen's Union these boats can be organized. And I wish to recommend to this convention that when Brother Andrew Furuseth goes to England next September he be instructed to visit the British Seamen's Union, the German, the French and the Swedish Seamen's Unions and see what can be done along these lines.

For the information of the convention I attach hereto a copy of the wage agreement of the Lake Seamen's Union for the season of 1907. Owing to the fact that the secretaries of the affiliated unions will submit reports to the convention, I have not attempted to make any report of events in the different districts.

In conclusion, I wish to extend to you my most sincere thanks for the honor you have conferred on me in the past, as well as for the co-operation and assistance received.

Fraternalty yours,

WILLIAM PENJE,

President, International Seamen's Union of America.

President's report received and ordered referred to the proper committee when appointed.

Secretary-Treasurer's Report.

Secretary-Treasurer Frazier read his annual report, as follows:

Chicago, Ill., December 2, 1907.

To the Officers and Members of the International Seamen's Union in convention assembled.
Greeting:

It is with great pleasure that I once more have the privilege of welcoming the accredited delegates of the organized seamen of this country in convention assembled. Each year sees us meeting together with an ever-increasing number of delegates, representing a larger number of seamen than the year before, and this year is no exception.

It is our duty each year to look back over the past year and see what progress has been made, what has been accomplished, and what can be done the next twelve months for the advancement of our craftsman. Much has been done during the past year, and there is opportunity for

much more to be done during the coming year. We can not sit down contented, but must ever continue striving for our ultimate goal—as much freedom for the men who go to sea as for those who remain on shore.

We should not claim any special favors or privileges not accorded any other class of our citizens, but we should insist, yea, even demand, the same right to life, liberty and the pursuit of happiness as is accorded to any other class of American citizens. Is there any good reason why several of our coastwise States have seen fit to retain on their statutes laws that forbid any one to assist or persuade a seaman to do what he has a perfect right to do? No such laws exist for any other class of American workingmen, or anyone else. Is there any sense or justice in the fact that the Thirteenth Amendment to the Constitution of the United States does not apply to seamen as well as the balance of American citizens? I only mention this particular part of the Constitution, as this is the only portion of that document which, in its application to the seamen, has ever been passed upon by the United States Supreme Court, so that we really do not know if any portion of the Constitution applies to the class of men who in the past have fought so valiantly to preserve its sanctity.

The future of the personnel of the American merchant marine depends largely upon the equalization of the condition of the man or boy of the sea, with the man or boy on shore, and unless those conditions are equalized by legislation and employers alike, the personnel of the American merchant marine will deteriorate until such time as the country may have need of this class of men, to find when too late that in the chase of the "almighty dollar" they have endangered the better protection of the country.

We have striven in the past, as we will strive in the future, to bring before the public our complaints, and shall not rest content until they are remedied, and the man of the sea is as free to work out his own salvation as the man on shore.

INJUNCTIONS.

I note with alarm the growing tendency of our Judiciary in issuing injunctions in labor disputes. While this great evil has not as yet affected the seamen to any very great extent, still I believe that it is our duty to join hands with our brethren on shore in protesting and endeavoring to check this growing evil, because if allowed to go much further, I fear the consequences, should the great mass of our citizens lose their respect for the Judiciary which they have been taught in the past to consider the bulwark of civilization, where justice is dealt equally to all, with favors to none.

Many judges of our courts of equity have, in their great anxiety to protect what they deemed to be the property rights of some person or corporation, endangered the liberty of many, assuming or taking from the courts of Common Law some of the latter's functions, thereby taking from the accused person the right of trial by jury.

I find, however, that as a whole organized labor is more familiar with the consequences of the abuse of this judicial power, than with what the remedy should be, or how these abuses can be stopped, and I find that many legislative measures are introduced in our State as well as our National legislatures, that on the face have the appearance of being equitable legislation, but when closely analyzed are found to be, rather than the remedy needed, the most of them legalize the issuance of injunctions in labor disputes, showing, however well we may be versed in the evil, how little we know the remedy.

I would therefore recommend that the incoming Executive Board be instructed to take such steps as they may deem wise, in conjunction with other National and International Unions, the American Federation of Labor, and the city central bodies and the State branches, to endeavor to start an educational campaign, that the organized men and women, and those who are not organized, may become more familiar with this instrument of the equity court that has been dug up out of the dusty archives of the long-defunct "Court of Star Chamber," that is slowly but surely sapping away from the American working people their liberties, and is now being used to protect the "property right" the employer has in enough labor to run his plant at a profit.

Three of our affiliated unions, however, have during the past year encountered the injunction evil, and have up to this time fought the matter along the only logical lines, viz.: "that there is no property right involved." So far the lower courts have not agreed to this view, following precedents of other courts and judges.

The Sailors' Union of the Pacific, the Pacific Coast Marine Firemen's Union and Marine Cooks and Stewards were enjoined by the Hammond Lumber Company, in July, 1906, and a restraining order was issued. The case was appealed to the Circuit Court of Appeals, which court sustained the lower court, but admits that the United States Supreme Court has not as yet passed upon the question of "Government by Injunction." In view of that fact, and in view of the further fact that this is a question that will affect the whole of organized labor, I would recommend that the International Seamen's Union now take up this case and fight it through to the court of last resort and find out for the laboring people of the country, if we be free men or if we be slaves, if this country is to be a republic for one class of citizens and a monarchy for another.

These things should be known, so that we as law-abiding citizens can obey the law. Under present conditions, with the Judiciary as a legislative as well as a judicial body, it is impossible to know when we are committing crime.

LEGISLATIVE.

The Chairman of the Legislative Committee did not deem it wise to remain in Washington throughout the entire session of Congress, as it was apparent from the first that nothing could be accomplished for the benefit of the seamen of this country, and he therefore returned to the Pacific.

The Congressional Record was sent me throughout the session in order that no surprises might be sprung upon us, but Congress was too busy with measures of a political aspect to pay any attention to the demands of labor. However, the Anti-Shanghai law was amended, and the law calling for licensed mates on sail vessels was repealed. This latter legislation could have been prevented if the mates themselves had taken any interest in the matter. The result has been a reduction in the wages of the licensed mates in sail vessels.

SHIP SUBSIDY BILL.

Efforts were made to force through, the last days of Congress, the notorious Ship-Subsidy bill, but without avail, as many of our friends would not stand for the compulsory naval servitude, and without such a clause there was little excuse to the tax-paying public for such a large payment of money out of the United States Treasury to assist private business.

At the direction of the Chairman of the Legislative Committee, a copy of the resolution adopted at the last convention of the International Seamen's Union of America was sent to each Congressman, with a letter asking his support of the same.

The resolutions were also indorsed by many central labor unions and State branches throughout the country, and it can be safely said that organized labor as a whole is unanimously opposed to compulsory military servitude, either naval or army.

STATE MARITIME LAW.

In many of the coastwise States, there are yet on the statute books laws antiquated and contrary to the spirit and intent, if not to the letter, of the more recent laws of Congress. They are nearly all similar, and forbid anyone to persuade or assist a seaman to leave his vessel before the expiration of his contract of service.

All of these statutes were enacted at the time when the seaman, under the Federal laws, was considered a part of the property of the vessel, and were enacted to assist in carrying out the spirit of the Federal law, i.e., protecting the property of the shipowner. But since that time the policy of Congress toward the seamen has undergone a change, and the seaman is no longer (in the coastwise trade) considered as property of the vessel. Thus we are presented with the spectacle of a State law forbidding anyone to persuade or assist a seaman to do what he has a right to do, both under the State and the Federal laws.

Efforts were made during the past year in Massachusetts, California, Oregon and Washington to have these laws repealed, but with no real success, though the Legislature of California passed the bill, the Governor, at the solicitation of certain shipowners, refused to sign the measure, although these same ship-owners had previously indorsed the bill. In Massachusetts, it was referred, with all other labor legislation, to a recess committee, before which hearings have been held, and the committee will report to the coming session of the Legislature.

There is a grave doubt if these laws are constitutional, the test having been made only before one State Supreme Court, Ex Parte Young, 36 Or., 247, where the law was declared constitutional. But this was not a fair case to judge by, as the defendant in this case was released by habeas corpus proceedings, from which the District Attorney appealed to the Supreme Court, but the man, having secured his freedom, had no further interest in the matter, and was not represented in the proceedings before the Supreme Court.

I would recommend that efforts be made in all the States that have these laws still on their statute books to have them repealed, or that their constitutionality be tested.

I would further recommend that our bill, known as the "Spight" bill, be re-introduced in this coming Congress, and also a bill to prohibit the towing of the large number of barges that are now being towed on the Atlantic Coast, which are nothing more or less than floating coffins and are such a detriment to the legitimate shipping.

I would further recommend that the usual Legislative Committee be elected, the Chairman of which to remain in Washington during the entire session of Congress, or until such time as in his judgment he can accomplish nothing further by remaining.

SEAMEN AND LONGSHOREMEN.

As reported at the last convention of the International Seamen's Union of America, the arbitration as called for by the twenty-fifth annual convention of the American Federation of Labor to arbitrate the differences between the International Seamen's Union of America and the Inter-

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

HEALTH OF BRITISH WORKERS.

Consul F. W. Mahin sends from Nottingham the following report on the investigations of the healthfulness of textile work-rooms in England:

Lace dressing has been considered a necessarily unhealthy occupation on account of the intense heat required to be maintained in the room. In some cases the temperature exceeds 100 degrees Fahrenheit, and much moisture is evaporated from the wet fabric. The dressing of lace is an intermediate process between weaving and the finishing touches, and includes stretching and attendant operations. It is not possible to vary the established conditions in which this industry is carried on without impairing the quality of the work done.

So much concern was shown for the health of lace dressers that the Nottingham medical officer made an exhaustive investigation, which required him, among other things, to go carefully into the history of individual lace workers. The result is now embodied in a report, prepared at the request of the Government home office. To the general surprise, and apparently to that of the medical officer himself, the evidence shows lace dressing to be an exceptionally healthy pursuit. New hands are often temporarily upset at the beginning by the high temperature, but no cases could be found where health had broken down. On the contrary, some ailments—colds, for instance—were found less prevalent among lace dressers than among workers in other branches of the industry. Timekeepers' books showed few absences from illness. No special tendency toward lung diseases could be found, notwithstanding that most of the workers lived in poor and insanitary localities and led irregular lives.

Many lace dressers now enjoy vigorous old age after doing this work from childhood. The ages of eleven employes in the lace-dressing rooms of one firm were between 37 and 72 years. One had been working at this trade 54 years, one 53, two 52, two 50, one 6, one 34, one 33, one 30, and one 24. The mean of all the ages was 58.1 and of the years continually at work 43.5. There was nothing exceptional in the conditions of these rooms. This instance is offered as one of many similar cases, only more striking than the others.

Inquiry into the cause of death of lace dressers for ten years ending with 1906 disclosed that the rate from phthisis among the females was 0.5 per 1,000, as compared with 1.4 for the city population as a whole and with 0.881 for all working females aged above 15 in Nottingham. The death rate from phthisis among lace dressers was higher, but the males being few in number, and, besides, constantly passing in and out of the rooms and working also as porters and carters, they were considered beyond the scope of the inquiry.

As the medical officer remarks, the result of his investigation seems to indicate that average persons of both sexes can work without injury all their lives in a relatively dry and pure air of temperature as high as 100 degrees, Fahrenheit.

REED SMOOT SEES A LIGHT.

It is really surprising how wondrously wise and acutely perspicacious our "elder statesmen" can be when, in a moment of unwontedly profound senatorial cerebration, some more or less abnormal industrial condition of many years' standing is brought sufficiently near their mental focus to permit of its existence being dimly suspected. This is apropos of a recent Associated Press dispatch in which United States Senator Reed Smoot, of Utah, is quoted as saying that "Americans are so busy speculating and living off one another that they have entirely given up the old-fashioned habit of working for a living." By inference we are permitted to surmise that the Senator had in mind unskilled manual labor when he spoke of "working for a living," for he went on to say that in his own and adjoining States not a single American laborer was to be found, "the foreigner collecting their wages and sending the money abroad." Incidentally he gave it as his opinion that the present financial stringency is in a great measure due to this very cause.

Not being able to "make a noise like a million dollars," what I might say as to the causes of the present money stringency would, of course, be the height of presumption. But, having earned my living by manual labor during rather more than two-thirds of my life, my views on the main point of Senator Smoot's statement ought to have in them some of the ex cathedra impressiveness which always attaches itself to the utterances of "One Who Knows." I therefore venture to take issue with the Senator on the proposition that Americans have given up working for a living because they are too busy speculating and living off one another. Not that these two postulates, viewed separately, are not true, but I emphatically deny that they sustain the relation of cause and effect in the order assumed by Senator Smoot. What relation there exists between them is founded upon conditions practically the reverse to those supposed by him. That is, Americans are busy speculating and living off one another because manual labor, as a means of making a living, has been brought into disrepute through our false ideals of life and meretricious social conventions. To be sure, something to this effect has been said before, for all truths are trite; but the man who strains at triteness in his daily mental pabulum is more than apt to be regaled with tales usually reserved for the marines—tales, for instance, that center around "the dignity of labor" or the overweening respectability of "honest toil."

It's a United States Senatorship to a day-laborer's job that if Senator Smoot were by untoward circumstances reduced to working for a living—in the sense that term is understood by himself—unskilled manual labor would be about the last occupation he would have recourse to. That is, assuming him to be a safe, sane, conservative, hard-headed, practical, keen man, such as our newspapers and pulpit orators love to picture the typical American, and not a driveling sentimentalist with a lot of poetical nonsense in his noodle-

pate about the "nobility of humble toil" and the "simple life" of its "horny-handed sons." For why should anyone but an "ignorant, low foreigner," or a doctrinaire of the Joaquin Miller or President Eliot, of Harvard, stamp, seek to make a living at an occupation which has by common consent been classed as "low," when so many "respectable" avenues for turning an honest dollar—"honest graft," for instance—are open to the ambitious young American? It is human nature to crave the respect of one's fellowmen, but where is the American of this generation whose job permits him to wear a "boiled" shirt every day who respects a "common laborer," or cares to mingle with him socially? Breathes there a young American with soul so dead who never to himself hath said: "Nixie on the pick an' shovel for me?" And where, oh where, is the young American woman who would marry a "common laborer" and share with him the contempt of her countrymen for the man in muddy overalls? Echo answereth: "In the bughouse."

Yea, verily, the way of the "common laborer," like that of the transgressor, is hard. Even his employers speak to him and hustle him around with a degree of inconsiderateness which they would never dare to adopt toward their office-boy. And, do people in general exchange with the man who digs their sewers and paves their streets, those little social amenities and courtesies which are the lubricants of that queer congeries of crude customs and precedents that we are pleased to call civilization? Why should they? "He is only a common laborer," uttered in a tone of voice such as one might use when saying: "Oh, it's only the cat." Or, do the churches welcome him? Ask the aristocratic ushers or the very pious gentleman who pays two thousands dollars a year rent for his velvet-cushioned pew. In short, turn his gaze where he may, the "common laborer" will find "Contempt" writ large all over the landscape. Why, even the great American hobo despises him.

Small wonder, then, that Americans prefer speculating and living off one another to manual labor. Why work hard for small wages and, in return, be rated a social pariah, when it is ever so much more respectable, profitable and agreeable to be a "prominent citizen" with a little scheme for catching non-prominent suckers? So fall in line, fellow citizens. Once the moral perceptions of a man become sufficiently blunted by contact with respectable, because law-proof, rascality, the descent from honest toil to shady methods of earning a living is made exceedingly easy in this heaven-favored land of ours. "Let the low, ignorant foreigner do the hard work, and we shrewd, hustling Americans will do everybody," might fittingly be our national slogan. In saying this I am not one whit more extreme than Senator Smoot, for that is practically what his hereinbefore quoted statement amounts to. To prove that both of us have considerable foundation for such "unpatriotic allegations" it will only be necessary to refer the reader to the files of our leading daily newspapers. He will find there, publicly re-

(Continued on page 9.)

Domestic and Naval.

Japan's first purely home product warship, the armored cruiser Ibuki, it was announced, was launched on November 21, at Kure.

The German Ministry of Marine prepared an estimate of expenditures of more than a billion dollars for a greater Navy within ten years.

Rear Admiral Cowles, Chief of the Bureau of Equipment, in his annual report, asked for an increase of \$850,000 for the Navy's coal and transportation.

In pursuance of orders from Washington, work on fortifications in the Philippines is being rushed. Men are laboring night and day on Corregidor Island, at the entrance to Manila Bay, and Grand Island, at Olongopo.

A third attempt to tow an oil barge across the Atlantic is being made. The trip is to determine whether towing barges in the transatlantic trade is profitable. The cargo is 4,000,000 gallons of refined petroleum in bulk.

Storms on the North Atlantic such as have not been experienced for several years are reported by captains of vessels arriving at New York. Almost all the ships have been affected in their schedule by the continued bad weather.

The three-masted schooner "Melissa Trask," ashore in Eggemoggin Reach, Me., for three weeks, was floated by the tug "Bismarck" and towed to Belfast for repairs. She is badly damaged. Her entire cargo of coal, consigned to Ellsworth, was lightered.

The four-masted schooner "Bertha L. Downes," building at the New England yard at Bath for the Benedict-Manson Marine Company, of New Haven, will be launched about December 20. Another vessel for the same company is about a quarter framed.

Admiral M. E. Mason, of the Bureau of Ordnance, of the Navy Department, in his annual report declared that American manufacturers were unable to supply promptly badly needed ordnance, projectiles and powder and urged that supplies, especially torpedoes, be bought abroad.

Two of the three 380-ft steamers required by Messrs. Elder, Dempster & Co., Liverpool, have been placed, one with Messrs. Harland & Wolff, Ltd., Belfast, and the other with Messrs. Alexander Stephen & Son, Linthouse. Several well known firms are tendering for the other.

The British Admiralty are asking for tenders for the construction of the hull and turbine machinery of a battleship of the "Dreadnought" type, and for the turbine machinery for the two battleships building at Portsmouth and Devonport Dockyards. The tenders are to be in by the 28th inst.

The second torpedo flotilla of six torpedo-boat destroyers sailed from Norfolk, Va., on December 2, on their 15,000-mile voyage to San Francisco. The flagship Whipple led, followed by the Truxton, Hull, Lawrence, Hopkins and Stewart. The destroyers precede the battleship squadron by two weeks.

The sailing of the Admiralty-owned tank steamer Petroleum from London for Port Arthur, Texas, marks a new departure in the British Navy, as it is the first time that the Admiralty has tried the experiment of importing a cargo of oil in its own ships. It is anticipated that the Petroleum is only the forerunner of a small fleet of Admiralty-owned tank ships which will be continually employed in meeting the increasing requirements of the British Navy for fuel oil.

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Scholl, Karl
Strand, Alav
Schultz, Auel
Steele, H. D.
Samuelsson, Leonard
Schoffler, Alfred
Schlin, Christian
Sikun, Charles
Steffensen, V.
Southernland, A.
Sorensen, Ch. -1607
Sjyland, C. J.
Sternor, Carl Otto
Scarborda, Mario
Sorensen, -1664
Schmidt, Alfred
Schmidt, Fritz
Shannon, H. C.
Selzer, M.
Svedstrup, E.
Svensson, Nicolaus
Kochze, Otto
Svendren, -1050
Skugstad, Christian
Salberg, Oskar
Turkolen, August
Tuominen, Alfred
Tehlin, Simon
Torgersen, R.
Terkellen, Christian
Tapio, H.
Triano, W.
Thuressen, Theodor
Wolveren, S. van
Witt, August
Wiksten, Arvid
Winters, Charles
Wickman, P.
Wilkinson, W. F.
Westerberg, W.
Wahlman, John
Wesik, Gustav
Worm, Albert
Wordehoff, Alfred
Westin, J. A.
Vibrok, Carl
Vogel, Hans
Zonig, Oskar
Young, Peter

Pacific Coast Marine.

Fanning and Washington Islands, of the Fanning Island group in the South Pacific, were sold by auction at Suva, Fiji, on December 7 to Father Brougier for the sum of \$125,000.

After sixty-five days' strenuous work a new bottom has been fitted on the transport Sheridan. The work has been done at Mare Island under the supervision of Naval Constructor Evans.

It is reported that 260 feet of the wharf at Ventura has been washed away during the storm which prevailed along the Coast. The wharf at Oilport, which was a comparatively new wharf, has been destroyed by the heavy seas.

Dickie Brothers have just finished a gasoline tug for James Wilder. It is equipped with a 75-horse-power Atlas engine. The dimensions of the launch, which is named "Z," are: Length, 42 feet 6 inches; beam, 12 feet 6 inches; depth, 5 feet 6 inches.

Notley Brothers filed a libel in the United States District Court against the steam schooner Gualala to recover \$1340 for a portion of a cargo of tan bark which was consigned to them from Shelter Cove, and which it is alleged was jettisoned during a storm which overtook the Gualala on her voyage.

A bill for the construction of a dry dock at Pearl Harbor, Hawaii, at a cost not in excess of \$2,000,000, and an appropriation of \$500,000 for the commencement of the project, was introduced in Congress by Representative Kalaniano'le. He also introduced bills for the resurveying of Hawaii and a public building at Hilo.

The first life-saving crew in Western Canada was appointed on December 7, at Victoria, B. C., by the Marine Department, when the crew for the Bainfield Creek life boat, now en route from New Jersey, was signed. The crew, in command of Captain Gillon, an ex-sealer, left on the steamer Quadra to establish the new station.

It is said in a telegram received from Hoquiam, December 10, that the schooner Solano, previously reported ashore five miles south of the entrance to Willapa Harbor, had parted her moorings and washed up on the beach again. The Solano had been partially gotten off the place in which she grounded, and she has now resumed her former position.

The steamer Al-Ki, owned by the Pacific Coast Steamship Company, which arrived at Seattle, from Southeastern Alaska on December 10, struck Dichnessy reef, in Sumner straits, on the way south, and injured her forefoot. The Al-Ki was in a succession of bad blows and several times was obliged to lie in a quiet bay for a few hours until the gales subsided.

The steamer A. G. Lindsay arrived at San Francisco from Baltimore on December 13 and will go into the Coast lumber trade. The Lindsay left Baltimore August 5 and on September 15 was compelled to put into Punta Arenas owing to a crank pin breaking. The Lindsay was delayed fifty days at Punta Arenas while repairs were being effected. Two days were spent at Coronel taking in supplies. The Lindsay brought 702 tons of coal for the Western Fuel Company.

The British tank steamer Dakotah, 2592 tons, has been chartered by the Standard Oil Company to convey refined oil to the Orient. At 30s Girvin & Eyre chartered the French bark Eugene Schneider, 2039 tons, prior to her arrival at Portland to carry wheat thence to the United Kingdom, Havre, Antwerp or Dunkirk. The British bark Gladys, 1345 tons, now at Portland was chartered prior to arrival by Taylor, Young & Company to carry wheat from Portland to the United Kingdom, Havre, Antwerp or Dunkirk.

Following is the reinsurance list, as posted at San Francisco on December 14: American ship Arthur Sewall, out 255 days from Philadelphia, for Seattle, 90 per cent; American ship Adolph Olrig, out of 248 days from New York, for San Francisco, 80 per cent; British ship Alacrita, out 132 days from Delagoa Bay, for Hongkong, 35 per cent; German bark Vydilla, out 231 days from San Juan del Sur, for Falmouth, 10 per cent; Italian ship Pollagrina O, out 135 days from Newcastle, Australia, for Antofagasta, 85 per cent; French bark General de Negrier, out 113 days from Cherbourg, for Hobart, 5 per cent.

Considerable anxiety is expressed among nautical men concerning the big German five masted auxiliary power sailing ship R. C. Rickmers. She is now fifty-one days out from Sydney, with a cargo of coke and coal for San Francisco. On her outward voyage from San Pedro to Sydney with a cargo of cement, the Rickmers occupied forty days on the passage. But for the fact that she has auxiliary power no anxiety would be felt regarding the big ship, but since leaving Sydney she has not been spoken or sighted. The R. C. Rickmers has a crew of fifty men and is commanded by Captain Bandelin. She is of 4700 tons net register.

The hull of the new steam schooner Claremont, heavily laden with lumber, was adrift off Coos Bay for ten hours on December 4. The portion of the Claremont built at Grays Harbor was being towed down to San Francisco by the steamer Quinault in order that engines and machinery might be installed. During a heavy southeast gale encountered off Coos Bay the towing hawser parted. The lumber on the Claremont shifted and tremendous seas breaking over the hull a number of ties were washed overboard. After considerable exertion another line was run out from the Quinault and secured to the Claremont. Both vessels arrived at San Francisco on December 11.

An investigation was held by the local Board of Steamboat Inspectors into the alleged assault of Fred Lyons, second mate of the steam schooner Samoa, on her master, Captain M. J. Madsen, as the craft lay at anchor at Caspar, Cal., September 11, 1906. The testimony of the master was to the effect that when he reprimanded Lyons for allowing timber, which was being loaded, to bang against the rail, the second mate knocked him down and kicked him into insensibility while he was stretched on the deck. The defense of Lyons was that the reprimand was punctuated with vile language and as it was delivered before the men was prejudicial to discipline. The decision was reserved.

Hundreds of mammoth logs are floating off Grays Harbor in the path of Seattle and San Francisco steamers. These logs are fast becoming a menace to navigation. The captain of the Buckman, which has arrived from San Francisco, reports that he ran into a big bunch of the logs on Monday and for hours had a difficult time keeping his steamer from being struck by the floaters. The captain also reported sighting, at a point ten miles north of Grays Harbor, a large fishing boat painted green, with sides stove in and partly filled with water. It is believed that the boat is one which has been missing for over a week from Grays Harbor and that the five fishermen which were in it have found watery graves.

Benny Carroll, a sixteen-year-old cabin boy aboard the steamer Saratoga, running between Seattle and Valdez, Alaska, was ordered ashore, together with other members of the crew, when port physicians began fumigating the boat at Seattle on December 7. He went ashore, but slipped back again, fearing that he might lose his place. When the fumigation was over young Carroll's dead body was found beside a sulphur pot. The fumigation officials sealed every door on the boat before lighting the sulphur pots, and so far as can be ascertained young Carroll broke open the door leading to the forecabin and went in. Everything indicates he stayed in his bunk a short time and then tried to fight his way out of the ship, but was overcome by the sulphur fumes and fell beside one of the blazing pots.

Fire destroyed the Sotoyome, a gasoline lumber schooner, eight miles off the Mendocino coast on December 7. The first known of the fire was when the flames were bursting through the deck aft. Efforts were made to extinguish it, but a strong wind was blowing, and the flames spread rapidly. The Sotoyome was commanded by Captain Petersen. When he realized the hopelessness of saving the ship he ordered the men to lower a boat. The crew was picked up by the steam-schooner Lakme and brought here. The Sotoyome was of 398 tons burden. She was loaded with lumber on the Coquille River, and was returning to San Francisco. She was chartered by the Eastern Redwood Company for the Coast lumber trade and was valued at \$50,000 and insurance aggregating \$36,000 was carried on her hull, \$10,000 of this having been put on the day before she was lost. Her cargo was lumber from Brandon, Or., valued at \$12,000, and insured for \$5000.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 18, 1907.

THE "MAIN OBSTACLE!"

The editor of the St. Paul Pioneer Press favors the upbuilding of an American Merchant Marine and in his search for the "main obstacle" to the growth of an American ocean commerce has made a startling discovery. Listen to this, you seafarers of the world:

It is plain that the conditions which prevail in the quartering, feeding, discipline, etc., of the sailors of other countries, and with which they are cheerfully content, must be accepted by the American government as good enough for sailors aboard American vessels if the main obstacle to the growth of an American ocean commerce is to be removed. What is good enough on the Cunard, White Star and French liners, and the ships of the democratic Norwegians, Swedes and Hollanders, ought to be good enough for sailors on American ships. Our vessel-owners should be permitted every advantage, and freed from every burden, which prevents them from operating their ships at as low a cost as their competitors.

Well, who would have thought that the sailors of other countries are "cheerfully content" with their lot. We have heard of land-lubbers who are said to be cheerfully content with whatever is doled out to them, but never before have we heard that the sailors of any nation, with the possible exception of Asiatic countries, have become so meek and servile as to be "cheerfully content" with the miserable conditions which prevail on their respective vessels.

And who would have dreamed that the conditions which prevail in the quartering, feeding, discipline, etc., of the sailors on American ships are so much better than those prevailing on the ships of other countries. Unfortunately, it is only a dream, as every sailor knows that, excepting our coast-wise trade in which the American shipowner has an absolute monopoly, there is no difference in the quartering, feeding, discipline, etc., of the sailor no matter under what flag the vessel may sail.

Under the strict construction of the law the sailor on an American vessel is still compelled to live in a place 6 feet long, 6 feet high, and 2 feet wide. In this place, which

has been described as too large for a coffin and not quite large enough for a grave, he has to eat, live and sleep when off duty.

Regarding the food which the American shipowner is compelled to furnish according to law, the least said, the better. On the whole, it is the same as the food provided for in the deep-sea trade of any other nation. Any one having doubts on this score need only consult the respective scales of provisions which the maritime countries of the world have adopted for their seamen.

As for the discipline on American vessels we cite just two recent instances of wanton brutality by the masters of American vessels.

During the recent voyage of the Atlantic Transport Line steamer Massachusetts from the Pacific Coast to Philadelphia, an oiler on board the vessel was handcuffed with his hands fastened to the mast above his head from 6 o'clock in the evening to 8 o'clock the next morning for "insubordination." When Captain Tilden of the Massachusetts was questioned by a reporter of the Public Ledger upon arrival at Philadelphia whether he had ill-treated the man, he said:

The law does not say how one may put a man in irons, and so I stretched his hands above his head, and kept them there even after the man promised to go to work so that he would not become insubordinate again.

Another case of "discipline" on an American ship is reported in the Philadelphia Telegraph of December 3:

Captain Frank S. Leland of the American barkentine Antioch was this afternoon held in \$1,000 bail for trial in the United States District Court by Commissioner Craig for chaining William Corcoran, a member of his crew, to the deck, under a tropical sun, for thirty-five days on a diet of hard tack and stale water.

"I consider it a disgrace and shame that a captain of an American boat should confine and mistreat a man as this defendant has misused this sailor, and I ask that he be held for court," was the comment of Assistant United States District Attorney Swartley.

"I see nothing in this case to warrant such unusual and, I may say, brutal treatment," said Commissioner Craig. "I will hold you," he added, turning to Captain Leland, "in \$1,000 bail for court next week."

It was brought out at the hearing that the dispute which resulted in the putting in irons of Corcoran by Captain Leland arose out of a difference between the pair as to the best way of splicing a rope.

All the way from Conaklay, West Africa, to Turks Island, West Indies, Corcoran was chained, like an ape, in the brig or lazaret. For thirty-five days his daily food consisted of six biscuits and from two to three quarts of water.

At Turks Island Corcoran managed to see an American Consul, a laborer having carried a note to that official from the seaman. The Consul secured passage to New York for the sailor, who unfolded a terrible story of abuse.

This much for the quartering, feeding and discipline of sailors on American ships. There still remains the "etc." and whatever it stands for. It may be assumed that "etc." is meant to apply to the "higher wages" which the American shipowner is supposed to pay, but which in reality he does not pay.

The contention that the cost of operating American vessels in the foreign trade is higher than vessels under other flags has been refuted many times. The Committee on "Officers' Reports" at the Minneapolis convention of the American Federation of Labor in commenting upon the President's report on Ship Subsidy and Compulsory Naval Service made some very pertinent observations which are herewith reproduced for the special benefit of the editor of the St. Paul Pioneer Press and others who are looking for the "truth that is truth to the end of reckoning":

The wages of sailors and marine firemen depend upon the port in which they are engaged and the voyage they are about to make, and not at all upon the flag under which the vessel sails,

and our law, enacted in 1884, gave to the shipowner the right to hire his crew in a foreign port, bring them to the United States and back to a foreign port without re-shipping them in the United States. This puts him on an absolute equality as to wages, exclusive of officers, with any country with which he trades. He pays English wages if he trades with England, French wages if he trades with France, Chinese wages if he trades with China, the law gives him this privilege and he avails himself of it to the fullest extent.

Since the organization of our Government no industry has been as well cared for through absolute authority over the men employed therein, through immunities granted and special privileges conferred, as has been the merchant marine. By law enacted in 1790 the seaman was made the property of the vessel upon which he served. If he sought to withdraw himself from the servitude of his master he could be and he was arrested, put in prison, there to remain until called for by such master. If he succeeded in escaping from his service and his master he could be and he was pursued from State to State, or from one country into another, forcibly returned to his master and compelled to continue the labor on pain of imprisonment. When involuntary servitude was taken off the negro, by war and the Thirteenth Amendment, and the Statutes revised accordingly, the vessel's ownership of the seaman remained undisturbed. Conditions as to quarters on board, food and working hours were by Congress left at the discretion of the owner. Some improvements have been made, but the seaman's status yet remains that of a serf or a peon. He is still compelled to sign away in the foreign trade a certain sum of the wages to be earned in order to obtain employment. He must obey any order from the master or any other officer or go to prison. But if crippled for life by injury thereby received he has no remedy. He must, in obtaining employment, compete with the unskilled and destitute, not only in this country, but from all nations and races. The vessels are under-manned, both as to skill and number, and the shipowner is resisting every improvement by every means within his power.

In the meantime the shipowners have been relieved of: Risks arising from acts of God or dangers of the sea through a system of insurance; arising from piracy through the present perfect policing of the seas; from those arising from popular local disturbances through damages paid by such localities or States; of liabilities to the shipper, passenger or seaman through Limited Liability laws and judicial decisions; of taxes on floating property by several States; of fees to be paid for the enforcement of Navigation laws, except in some unimportant instances; of care and cure of sick seamen, cost of which is now borne by the public treasury, and the burial of dead seamen who are handed over to the coroner and then buried by the community; of the duty to carry a certain number of citizens in the crew of his vessel; of the duty of training men for the sea service now done by foreigners or in training ships at public expense. In addition to this he may carry as many or as few men as he pleases, with such skill or lack of skill as he chooses; he may carry as much cargo on deck and load his vessel to any depth that he thinks profitable. There are no laws or regulations on these subjects.

If the editor of the St. Paul Pioneer-Press, after reading the foregoing facts, still retains his opinion as to what constitutes the "main obstacle" to the upbuilding of the American merchant marine, we will take it for granted that he is one of those persons of which the proverb says: "Convince a man against his will and he is of the same opinion still."

The recently adopted Constitution of the new State of Oklahoma contains the following clause relating to government by injunction:

The Legislature shall pass laws defining contempt and regulating the proceedings and punishment in matters of contempt; Provided, That any person accused of violating or disobeying, when not in the presence or hearing of the court, or judge sitting as such, any order of injunction or restraint, made or entered by any court or judge of the State, shall, before penalty or punishment is imposed, be entitled to a trial by jury as to the guilt or innocence of the accused. In no case shall a penalty or punishment be imposed for contempt until an opportunity to be heard is given.

This is said to be the first instance in this country in which government by injunction has been abolished. All hail to Oklahoma and its people, who have, by their votes, decreed that government by injunction shall not flourish in their State.

Demand the union label on all products.

SEAMEN'S CONVENTION.

(Continued from Page 2.)

national Longshoremen's Association was held at Erie, Pa., April 18, 1904, but up to the time of our last convention, Mr. Gompers, the arbitrator, had not rendered his decision, but has since done so, in the following manner:

Under this head the report recites in full the Gompers' decision in the jurisdictional dispute between Seamen and Longshoremen, as published in the "Journal" of July 10, 1907. Touching upon the action of the Longshoremen's convention in rejecting the Gompers' decision, the report presented the following correspondence:

AMERICAN FEDERATION OF LABOR.

Washington, D. C., Sept. 9, 1907.

Mr. Wm. H. Frazier, Secretary-Treasurer, International Seamen's Union of America,
1½ Lewis St., Boston, Mass.

Dear Sir and Brother:

When in Boston in connection with the argument of the question of injunctions before the joint committee of the Massachusetts Legislature, you asked me whether I had been officially notified as to the action of the convention of the International Longshoremen's Association upon the subject matter of the award and decision which I rendered in the dispute between that Association and the International Seamen's Union of America. I advised you that I had, and you asked to have an official copy of their communication. I beg to say that I received a letter from President Daniel J. Keefe, under the date of July 18, 1907, in which he says:

"Your finding in the controversy between the Seamen and the I. L. M. & T. A., was submitted to our 15th convention and referred to a special committee of five, composed of Thos. Harrison, cotton screwman, New Orleans; T. V. O'Connor, Grand President of the L. T. P. A.'s; Geo. Heafle, representing the Tug Firemen and Linemen; Wm. Harvey, tide boatman, Greater New York, and W. B. Jones, of the Dredge Workers, who reported as follows:

"Detroit, Mich, July 9, 1907.

"We, your special committee, to whom was submitted the finding and award of Samuel Gompers, President of the American Federation of Labor, in the controversy between the I. L. M. & T. A. and the Seamen's National Union, respectfully recommend that the finding be rejected, and that we retain our name and maintain our present position."

"The report of the committee was unanimously adopted."

With the kindest regards and best wishes, I am,
Fraternally yours,

(Signed) SAMUEL GOMPERS,

President American Federation of Labor.

The foregoing shows conclusively that the International Longshoremen's Association have no intention of abiding by the decision, therefore I entered the following protest to their credentials to the 27th annual convention of the American Federation of Labor:

International Seamen's Union of America.

Boston, Mass., Nov. 2, 1907.

To the Committee on Credentials and Audit,
American Federation of Labor,

Washington, D. C.

Dear Sirs and Brothers:

It is with regret that the International Seamen's Union of America finds itself compelled to protest the credentials of any organization affiliated or seeking affiliation with the American Federation of Labor; but in defense of the charter granted by the American Federation of Labor to the International Seamen's Union of America, and in defense of trade-union principles, as we understand them, we are forced at this time to protest the credentials and seating of delegates from the "International Longshoremen, Marine and Transportworkers' Association," or the International Longshoremen's Association for the following reasons:

1. There is no such organization affiliated with or chartered by the American Federation of Labor as the "International Longshoremen, Marine and Transportworkers' Association," and to the best of our knowledge and belief there is no organization in the country known and doing business under the name of "International Longshoremen's Association."

2. The 22nd, 23rd and 24th annual conventions of the American Federation of Labor refused to sanction the adoption of the additional title of "Marine and Transportworkers" by the International Longshoremen's Association, though they continued to use the additional title.

3. The 25th annual convention of the American Federation of Labor expressly forbade the use of the additional title of "Marine and Transportworkers" by the International Longshoremen's Association, pending the decision of the Arbitrator as to their rights in the premises, to which command they paid absolutely no heed, but continued to use said additional title, to the confusion of the seamen and other transportworkers.

4. The Arbitration Committee, as provided for by the 25th annual convention of the American Federation of Labor, met on April 18, 1906, in Erie, Pa., and selected Mr. Samuel Gompers, President of the American Federation of Labor, as Arbitrator, who rendered his decision on June 25, 1907, denying the International Longshoremen's Association the right to use the additional title of "Marine and Transportworkers," to which

decision they have paid no heed, but continued to use the additional title.

5. Under date of July 18, 1907, Mr. Daniel J. Keefe, President of the "International Longshoremen, Marine and Transportworkers' Association," notified Mr. Gompers, President of the American Federation of Labor, that the convention of the "International Longshoremen, Marine and Transportworkers' Association" rejects the decision of the Arbitrator, and refuses to discontinue the use of the additional title, "Marine and Transportworkers."

For the foregoing reasons, as well as many others, we therefore most earnestly protest the credentials of this organization, and trust you will give our protest that consideration to which it is entitled.

Yours fraternally,

INTERNATIONAL SEAMEN'S UNION OF AMERICA,

By (Signed) Wm. H. Frazier,
Secretary-Treasurer.

As this report is written while the convention of the American Federation of Labor is in session, I am unable to report to you the action of that body in the matter, but it will be dealt with by the report of the delegates.

Districts.

PACIFIC DISTRICT.

In compliance with the instructions of the eleventh annual convention of the International Seamen's Union of America, an organizer was appointed for six months on the Pacific Coast, for the better organizing and the bringing together of the many small locals of fishermen on that Coast. Much good work has been accomplished by this organizer, especially in the matter of legislation, and the enforcement of the laws for the better protection of the fishing grounds. Mr. Rosenberg will no doubt deal with this matter more fully in his report to this convention.

The affiliated unions of the Pacific Coast have, during the past year, had peace with the employers, having agreements with most of their employers. It is only fair to say at this time that the reputation of the Pacific District in the past has been that they are strong advocates of industrial peace, and that they believe in it so strongly that they are willing at all times to go and fight to secure it. This policy has made it the model for the labor movement of the West.

CHINESE CREWS.

Much effort has been made by the Pacific District to have the Chinese Exclusion Act apply to seamen, and it seems extraordinary, to say the least, to observe the strenuous efforts of the Department of Commerce and Labor to find reasons why the seamen of this country should not be protected against alien pauper labor as well as workmen of other callings. Their reasonings are far-fetched and do not even have the grace of being consistent, except that they bar the seamen from the advantages of the Chinese Exclusion Laws.

Under the date of June 7, 1907, the Department rendered a decision that American vessels which engage Chinese crews in a Chinese or other foreign port while engaged in the foreign trade under the Act of June 26, 1884, and afterward enter into the coastwise trade, cannot continue to carry such crews, as to do so would be a violation of the Coastwise Navigation Laws.

This ruling was brought forth by a communication addressed to the Department by the Sailors' Union of the Pacific in reference to the steamer Lyra, which had been engaged regularly in the foreign trade, and went into the coastwise trade but temporarily.

On July 31, the Sailors' Union of the Pacific addressed another communication to the Department, protesting against the employment of Chinese on the several ships of the Pacific Mail Steamship Company, citing the law, and many decisions of the courts to substantiate their contention, and showing that these vessels were engaged in the coastwise trade, carrying passengers and mail between San Francisco and Honolulu, yet the Department, by some unknown process of reasoning, in its decision of September 24, 1907, finds that the employment of Chinese on these vessels is legal, and that vessels trading between two American ports, and thence to a foreign port, are not engaged in the coastwise trade, but in the foreign trade, and that the touching at, and the delivery of mail and freight to, an intermediate American port is incidental to the voyage.

If this is sound reasoning, then the freight vessel with a foreign register may engage in the same trade, or in our entire coastwise trade, provided only that they have some foreign terminal.

Will the Department be consistent and render such a ruling? Or is a vessel which touches at two or more American ports and thence to a foreign port, loading and discharging cargo, passengers and mail, legally engaged in the "foreign" trade when the protection of the seamen is being discussed, and engaged in the coastwise trade when the interest of the shipowner is at stake?

GREAT LAKES DISTRICT.

There is no District in the International that has so improved the condition of its members through organization as has the Great Lakes District. It is now the largest District in the International, whereas only a few years ago it was the smallest, and this result has been obtained through the energy and perseverance of

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 16, 1907.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Ericksen presiding. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to seven members of the gasoline-schooner Sotoyome. Balloting for officers was proceeded with.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Dec. 9, 1907.

Shipping dull; prospects poor.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Dec. 9, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 9, 1907.

Shipping poor; prospects uncertain.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Dec. 9, 1907.

Shipping slack; prospects poor.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Dec. 9, 1907.

Shipping dull.

JOHN MATHIESON, Agent pro tem.

51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 9, 1907.

Shipping and prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 9, 1907.

Shipping and prospects dull.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Dec. 2, 1907.

Shipping and prospects medium.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 12, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping very dull. Balloting for officers was proceeded with.

EUGENE STEIDLE, Secretary.

Seattle Agency, Dec. 3, 1907.

Shipping medium, sailing vessels slow.

ARTHUR KNOWLES, Agent pro tem.

San Pedro Agency, Dec. 5, 1907.

No meeting; shipping slow.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 10, 1907.

Shipping dull; a large number of men coming from the Lakes.

JOHN THORMER, Sec'y pro tem.

1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Dec. 5, 1907.

Shipping dull, prospects fair.

DANIEL SULLIVAN, Secretary.

15 Union St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo (N. Y.), Dec. 2, 1907.

No meeting, no quorum.

R. H. WALKER, Secretary.

55 Main St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LAKES NOTES.

The Gilchrist steamer, John Harper, was the first boat to go into winter quarters at Duluth.

The lift bridge over the Buffalo River at Ohio street has been completed after three years at a cost of \$150,000. The span is 150 feet.

During the season of navigation now closing, Milwaukee has received by Lake approximately 4,000,000 tons of coal, both hard and soft. Last season's total was 3,337,000 tons.

After being stripped of her machinery, the old steamer V. Swain, which was burned at Superior in the recent big fire, will be broken up. She has been purchased by the Marine Iron Company as junk.

Captain Thomas Isabell, of Sturgeon Bay, has purchased the steamer Iver Lawson for \$105. The Lawson was stranded at Horse-shoe Bay in 1905 and no previous attempt has been made to save her.

Grant Smith & Co. & Locher, contractors for the second section of the new lower Detroit River channel, will begin work this year. Dredging machinery and a machine plant are being installed.

The barge John Fritz of the steel corporation fleet, is at the Ecorse shipyard for the winter. Changes will be made in hatch stanchions which will secure greater facility in loading and unloading.

Typhoid reports from the marine hospital service are being received at Washington from all Lake ports, including Detroit. Surgeon General Wynne says they will not be made public until they are completed.

Reports have not yet been received from all docks, but the indications are that November shipments will reach 5,000,000 tons, bringing the total movement of ore for the season up to 42,000,000 tons.

On her way to Owen Sound to be fitted out, the new steamer Assiniboia, of the Canadian Pacific line, made a brief stop at Windsor. The two sections of her sister ship, the Keewatin, are at the Buffalo dry-dock to be reunited.

Capt. Sinclair, underwriters' representative, has returned from the burned steamer Monohansett, at Thunder Bay Island, and says the boat is a total loss. Her port side is almost entirely gone and only the stem remains above water.

Civil service examination for assistant lighthouse keepers, officers of lighthouse tenders and light vessels in the eleventh lighthouse district, will be held in the office of the Lighthouse Inspector at Detroit on Wednesday, January 8.

Much favorable comment is expressed

over the presence of the revenue cutter Tuscarora along the south shore of Lake Superior during the last weeks of the marine season. She is ready to give aid to vessels which may be in need.

The steamship M. C. Neff and tug Reid were forced to quit wrecking operations on the stranded steamship Spokane at Gull rock on account of the heavy seas. They have lowered the water in the Spokane about ten feet, and with favorable weather it is expected that the boat will be released in two or three days.

Capt. James Reid of the Reid Wrecking Company of Port Huron, who is in Houghton, feels confident that he will release the wrecked steamer Spokane, on Gull rock, before the close of navigation. He says the steamer is badly cracked in the center and a portion of the deck is telescoped, but he expects to take the Spokane to drydock this fall. He has been obliged to jettison a large portion of the cargo of coal. The weather is rough for wrecking operations.

The mine to make a new record for ore shipping this year is the Hull-Rust property at Hibbing. The estimated shipments from this property for this year are in round numbers 2,900,000 tons. The best previous record was that of the Mountain Iron, which in 1906 shipped 2,537,000 tons. The Hull-Rust will this year enjoy the distinction of having shipped more ore than any other mine in the world in any one season of the year. Minnesota has several mines that are in the 1,000,000 tons per season class.

The steamer Monohansett was destroyed on Lake Huron on November 23, off Thunder Bay Island by fire which started in the engine room. The crew was rescued without injury by the life savers. The Monohansett was a wooden steamer owned by the Ohio Cooperage Transportation Company of Cleveland, and was bound for Collingwood with a cargo of coal. The steamer was 164 feet long and thirty-one feet beam and registered 572 tons. The loss is \$20,000, partially covered by insurance. The Monohansett was commanded by Capt. J. R. Inches.

The United States Lake survey is notified by Major Graham D. Fitch, United States engineer at Duluth, that the south fixed span, or raft span, of the interstate bridge at that harbor will be replaced on its original piers the latter part of this week or the first part of next week, weather permitting. This fixed span was removed in August, 1906, and placed on temporary supports in an out-of-the-way location, in order to provide a passage for vessels after the draw span was wrecked by a collision. As the wrecked span has been cleared away, the two openings of the draw are available for navigation.

According to a letter written by a member of the crew of the steamer Lagonda, of the Mitchell fleet, that ship had an interesting little race with her sister ship, the Pen-

dennis White, of the same fleet, a few days ago, and the Lagonda won it. That portion of the letter referring to the race read as follows: "The officers of the Pendennis White were laboring under the delusion that they could take away the long-standing record of the Lagonda, but yesterday's experience removed that notion. The Lagonda upheld her reputation, running the Pendennis White out of sight in six hours. The White is a new vessel while the Lagonda is ten years old."

IMPROVING JUTE CULTURE.

Counsul-General W. H. Michael, of Calcutta, makes the following report on the outlook for better methods in India for growing jute:

The crop for 1907-8, according to the figures available, will be an average yield of 2½ bales to the acre, which will be considered an average poor yield. The normal standard yield is three bales of 400 pounds to the bale under the present unscientific method of cultivation by the natives, who, notwithstanding the effort of the government to teach them better methods, persist in following the example of their fathers and grandfathers. The agricultural department of Bengal has demonstrated that 4½ bales can be raised per acre by careful selection of seed, proper manuring, and more enlightened cultivation. The average Indian farmer, however, pays no attention to what the government is doing on a farm lying alongside of his "beghas," and goes on in his primitive way.

To meet competition in fibres it has been wisely suggested that the jute mill owners club together and secure 10,000 acres and put it under scientific cultivation and thereby not only supply themselves partly with the best quality jute, but also force the native farmer to take heed of the lessons in modern farming given him by the government. This would be a good scheme not only for the jute mills, but it would usher in a new era for farming generally and would eventually compel the Indian ryots to adopt modern agricultural implements and machinery, the best specimens of which are made in the United States.

The west coast countries of South America are nearly 2,000 miles closer to the manufacturing districts of the United States than they are to the manufacturing districts of Europe.

Of the 59,095 men employed on British sailing vessels 928—or one in sixty—lose their lives by drowning, whereas of the 162,129 men employed on steamships only 674—or one in 241—are drowned.

Each incoming transatlantic first cabin passenger landing in New York has an average of five trunks. Many have twenty-five, some have seventy-five, and now and then one has a hundred or more.

It is estimated that there are 51,000 breweries in the world and half of them are in Germany.

REED SMOOT SEES A LIGHT.

(Continued from Page 3.)

corded for all the world to read, that the fine art of grafting off one's fellow men has become almost a public institution with us. Like cancer and tuberculosis it is slowly but surely keeping pace with our advancing civilization, and seems equally difficult to check. As to the pathology and workings of graft—which is merely “a shorter and uglier” term for “living off one another”—what little information on that head has escaped the newspapers will be found in the muckrake magazines—if one can only muster up the determination to skip their alluring advertisements which form by far the most interesting part of their contents. All that is needed now to round out our knowledge of the subject is for the enterprising statistician who recently figured out that in two hundred years from now the whole world will be crazy to get busy with his pencil and tell us in how many years more all men will be grafters. Then those among us who are inclined to reform would know whether it was worth while or not.

It is probably impossible to prescribe a remedy for this evil which would be of universal applicability. I am aware that my good friends, the Socialists, are cocksure that they have just such a remedy. But, so far as inexorable logic can determine anything, it is absolutely certain that Socialism would be no more of a remedy in this case than Democracy has proved itself to be; and for the very same reason. Mankind in the mass is, and always has been, obsessed by the spirit of caste, and no form of government that human ingenuity could devise would in itself tend to exorcise this spirit. From the earliest dawn of history down to the present day we find that every form of civilization that ever flourished was rooted in and woven round the spirit of caste. Indeed, human civilization and the spirit of caste seem to be inseparable; for one need only to look around him at this late day in the history of the world to note that that spirit has not relinquished one iota of its hold upon the mass of men. And it will undoubtedly retain its hold upon humanity so long as men continue to be the fallible, imperfect creatures we have always known them to be.

But, while a positive cure seems impossible, amelioration is within the attainable. The enactment of drastic laws against graft in all its forms and ramifications, and the election of public officials and judges who would relentlessly enforce such laws, would do much to convince men that honesty is, indeed, the best policy, even though it involve the working at manual labor for a living. We are in the habit of vaunting our superiority over the Chinese, but in China they certainly do some things better than we do here. There, if a judiciary, or trustee of funds, or banker, or administrator of other people's property, fails to deliver up the goods when called upon to do so, he is taken out into the marketplace and beheaded. Result: You don't hear of any bank smash-ups in China such as are now shaking this country from center to periphery. Some such plan as this, commensurate with our ideas of humane government, would most certainly have a salutary effect in checking the prevalent disposition to speculate and “live off one another rather than work at manual labor for a living.

Before such an innovation can be effected, however, the masses of the people must be thoroughly educated in the elementary principles of common honesty. Especially must they be taught the eternal truth that virtue is ever its own reward, and that the moment it must be bolstered up by extraneous aid it ceases to be virtue. Honesty for honesty's sake, and not because it is the best policy, must become the animating spirit of our civilization before it can hope to realize its aim. Only so will honest labor, however humble, become more fashionable than genteel rascality.

HAWSERLAIID BILL.

LABOR IN AFRICAN MINES.

Mr. Raymond Schumacher, speaking at the Glen Deep Mine meeting at Johannesburg, South Africa, on October 16, stated that work had been disorganized by the repatriation of the Chinese. The profits had fallen from £10,000 (£=\$4.86) monthly to £2,700 in September. The working costs had risen 5s. (s.=24 cents) per ton. Natives from Central African provinces, on whom the mines would henceforth also partially have to rely, were, he said, physically unsatisfactory, and had an appalling death rate. The average mortality on the Rand in 1906 was 74 per 1,000, while of the British Central African natives alone was 98 per 1,000. The mortality among the Chinese on the Glen Deep Mine, from all causes, was 12 per 1,000.

For union made goods and facsimiles of union labels consult the advertising columns of THE JOURNAL.

LAKE SEAMEN'S DIRECTORY.

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(Lake District International Seamen's Union of America.)

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Telephone 240 South.
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Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.37 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
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Telephone, Old Phone, 4428 L.
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KINGSTON, ONT., CANADA.(Box 96) King Street

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Manistee, Mich. Toledo, O.

We Don't Patronize.

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Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Flinch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
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PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Diston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Plano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

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Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.); J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.

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MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

SEAMEN'S CONVENTION.

(Continued from Page 7.)

its officers and members, and too much credit can not be given them for the results obtained.

The affiliated unions of the Great Lakes meet their employers in the spring of the year and draw up their annual agreements for the season, thus assuring peace and happiness for the entire year. Both employer and employe live up to the letter of the contract made, thus showing to the world the advantages gained to both sides by industrial agreements.

It is with great pleasure that I report to you the affiliation of Marine Firemen of the Great Lakes with the International Seamen's Union of America, thus forming another link in the chain we are slowly but surely welding that will someday encircle the world: "The Brotherhood of the Sea."

The Marine Firemen, Oilers and Watertenders' Benevolent Association of the Great Lakes, decided by referendum vote to withdraw from the International Longshoremen's Association and affiliate with the International Seamen's Union of America, and a charter was granted in March, 1907, and for the first time we have with us in this convention representatives from the Sailors, the Firemen and the Cooks from each of the three Districts, the Pacific, the Great Lakes and the Atlantic.

The President in his report has dealt with the Great Lakes District with more detail than I am able to do.

ATLANTIC DISTRICT.

To attempt to recite to you in detail the conditions of the Atlantic Coast would take hours, and would not only weary you, but confuse you as well, but it is necessary that I deal with this subject in my report, so I shall deal more in generalities than in detail.

General Organizer Benson has accomplished much—in fact, more than any other man that I know of, under the conditions that exist on that Coast. The increased membership in the District as a whole, and the increased treasuries of the local unions, speaks of his work better than I can. He has had many difficulties to contend with, and many obstacles to surmount, but for all that he has made progress—real progress—and much credit is due him for his handling of many delicate situations that have arisen.

The Atlantic District's close proximity to the European countries and the immense flow of emigration to this country, have a tendency to make complete organization not only difficult, but almost impossible, and the most that can be hoped for is that, through continued agitation, we may be enabled to plant the seeds of unionism in the breasts of those that leave their foreign ships, or come as emigrants, landing on the shores of the Atlantic, and thereby not only prepare them for a better and higher citizenship, but also protect the better organized districts. For these reasons, the organizing work which has been carried on for the last seven years must be continued, as all the Districts reap as much benefit from this work on the Atlantic as does the Atlantic itself.

Much has been accomplished during the past year in the bettering of the conditions for the men sailing on the Atlantic. The deck of the steamer is now getting into fair shape, an increase of 20 per cent in wages has been secured in very near all of the coastwise steamers, and the large companies are paying more attention to the accommodations for the crews than formerly. This is especially true of new vessels building. They are commencing to realize the necessity of having a better class of seamen than they formerly carried. The excursion boats, however, that carry thousands of women and children during the summer months, are still undermanned and carry inexperienced men, with very few exceptions.

Efforts were made by General Organizer Benson during the past year to organize the colored seamen on the Atlantic Coast, but the attempt proved a failure after a trial of twenty weeks, though the best men that could be secured were appointed as organizers, and while they all worked faithfully among their own race, the results were such that it would have been foolish to have continued the work, until such time as the conditions of these men will make them more willing to be organized, or some other mode of organization can be devised. This is a matter that should receive the most serious consideration of this convention, as it is a most vital question on the Atlantic Coast, as the number of this class of men is now so great as to become a most important factor to be considered, and most seriously considered, before any attempt can be made to further improve the condition of the men in the sailing vessels on the Atlantic Coast.

The steamers are affected more by the Southern Europeans, who colonize together while on shore, speaking their own language exclusively and making no attempt to learn the language of the country, and thereby making it difficult to reach them by organizers. This class of men are also very much under the control of the boarding-house keepers, who, realizing their loss should we succeed in organizing them, therefore they put all the obstacles possible in the way of the organizers.

However, General Organizer Benson is grappling with the situation, and is meeting with some success in Philadelphia and Boston, but making poor headway in New York, the strong-

hold of the boarding-master. He, however, is more competent to deal with this matter than I am, and I have no doubt but that he will fully inform you as to the situation in his report to this convention.

In compliance with the resolution introduced in the eleventh annual convention of the International Seamen's Union of America by the delegates representing the Atlantic Coast Seamen's Union, and referred by the convention to General Organizer Benson, asking for the appointment of an organizer for the port of St. Johns, N. B. General Organizer Benson appointed an organizer for that port in March, but the venture proved a failure after a trial of ten weeks.

HARBOR BOATMEN.

In August, 1906, while pursuing his work of organizing the Atlantic Coast, General Organizer Benson found opportunity of organizing the Harbor of New York. The men were organized as branches of the unions already established on the Atlantic Coast, and worked along under that mode until May, 1907, when the Harbor Boatmen's branch of the Atlantic Coast Seamen's Union applied for a charter, their union to be known as the Harbor Boatmen's Union of New York and vicinity, and their jurisdiction to cover all harbor craft employed in New York Harbor and vicinity, and to include in their membership deckhands, firemen, oilers, watertenders, cooks, bargemen and lightermen. Their application was referred to the affiliated unions on the Atlantic Coast, two of whom voted in favor of granting the charter, and one in the negative. This compelled the reference of the application to the full Executive Board, which was done. In the meantime the Atlantic Coast Marine Firemen's Union most vigorously protested the issuance of the charter. However, the Executive Board of the International Seamen's Union of America voted to issue the charter, the vote being seven in the affirmative to two in the negative. More than the required two-thirds voting in favor of the granting of the charter, the charter was issued and installed July 26, 1907, by the Secretary-Treasurer.

The Atlantic Coast Marine Firemen's Union, however, protested the decision of the Executive Board and appealed from the decision in the following manner:

Brooklyn, N. Y., July 24, 1907.

Whereas, The Executive Board of the International Seamen's Union of America by a two-thirds vote granted a charter to a body of men who are 95 per cent deckhands, cooks and bargemen and 5 per cent firemen; and

Whereas, Our union has sent out protest from nearly every one of our branches protesting against the issuance of a dual charter in the Harbor of New York; and

Whereas, The Harbor Branch of our Union here in the port of New York, with a total membership of 950 members, strongly protested as men employed in the harbor of New York on different boats against the granting of such charter; and

Whereas, It was the wish of our members that the said charter should be taken up before the convention; and

Whereas, Said appeals from headquarters of our union and branches have been ignored; therefore be it,

Resolved, that this Union appeals from the decision of the Executive Board, because, as an organization with a charter from the International body for the last five years have jurisdiction over all our men of our craft, we feel that a great injustice has been done our Union to grant such a charter when there is one now in existence held by our Union; therefore be it further

Resolved, That we request that said charter of Harbor Boatmen be held over until the convention of the International body be held so that the unions of the I. S. U. of A., in convention assembled, can be rightly informed of the true state of affairs; therefore, be it further

Resolved, That copies of the resolution be printed and be sent to the Executive Board of the I. S. U. of A., to all unions affiliated with the I. S. U. of A., and to all of our branches.

M. GALVIN, Chairman.

(Seal) DANIEL SULLIVAN, Secretary,

Atlantic Coast Marine Firemen's Union.

As Secretary-Treasurer I could find no authority in the Constitution of the International Seamen's Union of America that would authorize me withholding the charter from the Harbor Boatmen's Union, or refusing to obey the mandates of the Executive Board, and therefore the charter was installed, and the appeal presented to this convention for such action as it may seem wise to take.

I will say, however, that the issuance of this charter has caused considerable conflict and much hard feelings between the Atlantic Coast Marine Firemen's Union and the Harbor Boatmen's Union, and much time has been spent in fighting one another that could have been more profitably spent in further organizing the unorganized.

I personally endeavored to bring about an amicable understanding, but with no success. The District Grievance Committee endeavored to bring peace in the port, and so did the Brooklyn Central Labor Union, but neither had any success in the matter, and if this convention can take hold of this problem and bring about permanent understanding and peace in the port of (Continued on page 11.)

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
PORT TOWNSEND, Wash., 114 Quincey St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., 821 Alakea St., P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Steuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.

SAN FRANCISCO, Cal., 93 Steuart St.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Or., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Ilaus Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sothor, Aalesund, Norway.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Have-lock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

SEAMEN'S CONVENTION.

(Continued from Page 10.)

New York, great will be its accomplishment, and its work will live long in the memory of the seamen of the Atlantic.

GULF DISTRICT.

There are only two union ports on the Gulf, which is a part of the Atlantic District—Mobile and New Orleans—and as the International has had no organizers in this field for several years, the work has been carried on by the local Atlantic unions.

The Atlantic Coast Seamen's Union attempted to establish a branch in the port of Scranton, Miss., at the solicitation of the Mobile Branch, but it proved a failure.

The branches established now in Mobile and New Orleans are in a healthy condition, and while not being an alarmist, I feel that there is some danger in that quarter for the prestige of the International Seamen's Union.

The old Gulf Seamen's Union is being revived, and its old leader is once more at its head, and I am of the opinion that the shipowners are secretly preparing to fight us down there, figuring on using one organization against the other, and we know that if they succeed in bringing about a condition of this kind what the result possibly will be. I would therefore recommend that some International officer visit once or twice a year at least, as the class of men that we have succeeded in organizing there are new in the labor movement, and should have the advantage of encouragement and advice such as could be given by representatives of the I. S. U. of A.

The majority of the vessels plying to those ports carry a foreign flag, and they have been accustomed to ship their crews in their home ports on long-term contracts at "home" wages, which are far below the prevailing rate of wages out of those ports. We succeeded through organization in abolishing this system to a very large extent, and now when they send over the "home crews" at "home" wages, the rate of wages is immediately changed to port wages. This the foreign shipowners seriously object to, as they wish to be able to run their ships under European conditions, and receive American freights.

INTERNATIONAL TRANSPORTWORKERS' FEDERATION.

As instructed by the eleventh annual convention of the International Seamen's Union of America, I applied for affiliation with the International Transportworkers' Federation, and I can report now that the International Seamen's Union of America is now a part and parcel of that organization. The Secretary of that body has kept me well informed as to the conditions of the transportworkers of the entire world.

The sixth international convention of this body will be held in Vienna, Austria, in June, 1908, and if it is the wish of this convention that the International Seamen's Union of America should be represented in that convention, delegates should be elected before the close of this convention.

The fifth international convention of the Transportworkers' Federation was held in Milan, Italy, and nine different countries were represented by 23 delegates. North America was not represented at all, and South America was represented by only one delegate from Argentina, the other 22 delegates being from European countries. The seamen of Germany and Italy were the only seamen's organizations that had delegates at that convention.

Since that time the Federation has made great strides. On June 1, 1906, its membership was 207,231, and by May 1, 1907, it had increased to 314,595, an increase of 52 per cent.

FINANCIAL.

The policy heretofore pursued by the International Seamen's Union of America has not been to make the International treasury a financial institution from which to pay benefits, etc. It seemed preferable to leave that in the hands of the locals entirely, and for that reason the International office has no records of the amounts of benefits paid out, and such other data as it has been asked to supply by other organizations and students of economics, and as the policy heretofore pursued by the International seems to be entirely satisfactory to its members, I can see no good reason for any change.

The finances of the International have always been used for further organizing the unorganized, and such small expenses as may be incurred in running the International office, but within the last two years the amount of per capita tax paid by the affiliated unions has so increased that it has been impossible to keep the Treasury down, and it is therefore larger at this convention than at any previous one. The itemized accounts are as follows:

On hand from last year.....	\$ 7,357.65
Sailors' Union of the Pacific.....	4,242.90
Lake Seamen's Union.....	5,839.26
Atlantic Coast Seamen's Union.....	2,396.52
Pacific Coast Marine Firemen's Union..	504.00
Atlantic Coast Marine Firemen's Union	855.12
Marine Firemen of Great Lakes.....	493.00
Pacific Coast Marine Cooks.....	1,750.35
Lake Marine Cooks and Stewards.....	1,226.19
Atlantic Coast Marine Cooks and Stewards	562.38
Pacific Coast Fishermen.....	1,050.00

Bay and River Steamboatmen.....	402.60
Inland Seamen's Union.....	233.10
Harbor Boatmen's Union.....	115.00
Charter fee.....	10.00

Total\$27,038.07

Salaries.....	\$ 890.00
Printing.....	1,046.50
Traveling.....	1,854.84
Postage, Telegraph.....	112.29
Stationery and Office.....	107.30
Court and Investigation.....	15.00
Per Capita Tax, A. F. of L.....	1,495.39
Per Capita Tax, Int. Transport Fed....	271.68
Organizing, Pacific.....	540.00
Organizing, Atlantic.....	10,709.96
Returned Charter Fee.....	10.00
On hand to date.....	9,985.11

Total\$27,038.07

Coast Seamen's Journal.

Our "Official Journal" has now reached its "majority," 21 years of age, and during that time has won for itself a place at the head of the labor and trade journals of this country, and a circulation covering the entire world.

It would be useless for me to attempt to tell the seamen of this country about the "Coast Seamen's Journal," as it is too well read by them to need more than a passing reference by me.

It is a credit to our organization, and to the men in charge of it, and a paper that we should feel more than proud of, as it is a "Journal for the Seamen, by the Seamen."

Conclusion.

In conclusion, I wish to thank the officers of affiliated unions who have done much to lighten my work during the past year, and thanking the organization for the honor that it has bestowed on me year after year by its selection of me as Secretary-Treasurer, and hoping that the progress that has been made in the affiliated unions during the period that I have had the honor of serving in this office will continue, I am

Fraternally yours,

WM. H. FRAZIER, Secretary-Treasurer,
International Seamen's Union of America.

Secretary-Treasurer's report received and ordered referred to the proper committee when appointed.

SECOND DAY.

Roll called and minutes of previous day's session read and approved.

General Organizer's Report.

General Organizer Benson read his annual report, as follows:

To the twelfth annual convention of the International Seamen's Union of America, Chicago, Ill.: Comrades—Organizing work on the Atlantic Coast during the fiscal year ending November 9, 1907, will show, by comparing figures with those of last year, that the movement is in a healthy condition, and that a fair measure of success has been obtained.

While the wages and conditions do not balance with those prevailing in other Districts, we are nevertheless pleased to say that some improvement in these respects has been gained during the year.

Our efforts during the early part of last spring to obtain an increase of wages in the steamers have practically been successful, because all the principal liners in the coastwise trade, with the exception of the Mallory line, are now paying the advanced rates and as a rule carry union men on deck and in the cooks' department.

From a general point of view, it can be said that the English-speaking white seamen in the coastwise trade are gradually becoming organized, and that the main obstacles in our way are the colored and Latin elements.

The extraordinary mobility of the seafarers on the Atlantic Coast can best be illustrated by presenting the following figures: On September 30, 1906, the total number of seamen in good standing in the Atlantic District was 3,911. The approximate number of men joined this year is 7,220. Add these figures and we have a total of 11,131. According to the International report for the quarter ending September 30, 1907, there were 5,838 members in good standing on the Coast, and while this is an increase of 1,927 members over last year, we still find that, although 7,220 men have joined during this year, 5,293 are missing, or, in other words, must have left the Coast.

(Here follow tables showing the number of men joined, dues and initiation fees collected, etc., by the local organizers). Continuing, the report says:

Colored Seamen.

The overwhelming number of unorganized colored sailors employed on the coastwise sailing vessels is a problem that requires our earnest attention.

If the organized sailors on the Atlantic desire to retain this craft as a part of their calling, then indeed will organization among the colored sailors, "under some system or another," become a necessity.

The fact that this element is carried by approximately 75 per cent of the schooners, and as a rule they receive \$5 less in wages than the union scale, is a situation that can not be overlooked.

During the early part of the year four colored organizers were placed in the field, and kept there

for nearly five months, and although the issues were presented and well distributed in a mass of literature, the colored sailors at the present time, or under present conditions, do not seem to appreciate the opportunity given them for self-improvement.

The Cooks' Union is confronted with the same situation in its department on the steamers, where large numbers of colored men are employed, but without any disposition to come into the Union.

Latin Sailors and Firemen.

The large percentage of steamers that formerly employed Italians on deck has greatly decreased in number during the year. The increase in wages last spring has induced the English-speaking sailors to seek the steamers for employment, and as a rule whenever the latter can be obtained, the former have to vacate.

This element has no practical knowledge about our duties as sailors, and, as stated in the Organizer's report of last year, the low wages paid on the steamers has been the immediate cause of their employment on these craft.

Latin firemen and coal-passers (mostly Spanish) are employed on all the principal liners in the coastwise trade. That this element constitutes at least 75 per cent of the total number of men employed in the fireroom on the coastwise steamers, is a conservative estimate. To expect that an effective organization of firemen can be built up with this overwhelming number outside of the fold, is a dream that can never be realized.

The claim that the engineers will carry Spanish firemen only on account of financial considerations, and that with the Spanish firemen organized these considerations would cease, does not exist as a general rule.

The fact that they are employed on practically all of the modern ships would seem sufficient proof that the Spanish firemen know their business, and that the contention of the engineers that they are carried for their reliability, would seem to come nearer being the truth.

The number of firemen joined in Boston and Philadelphia is of small consequence as long as New York is ignored, and our endeavors to build up this craft, under the present order of things, is an impossibility, while to longer acquiesce with the old regime would be a crime.

Jurisdiction.

A controversy among the Harbor Boatmen, concerning their system of organization arose early during the year, and has furnished cause for a good deal of unpleasant agitation.

The question whether the harborers should all be in one union, or each calling organized separately, is a matter that quite a number of them have not been able to agree upon. It has been, and still is, claimed by a big majority that the nature of their calling and the best interests of the craft demands that they be all in one organization. Whether this be right or wrong, is a matter that time and experience will finally determine. Certain it is that the harborers themselves must be the final judges in deciding their own destiny.

Any attempt on the part of others to force their policy and leadership upon this body of men can result in nothing but strife and bitterness, antagonistic to the best interests of the movement, and must in the end defeat its own purpose.

When it is considered that a large percentage of the tugmen are not confined to any one particular capacity, but change frequently from one to another, it would seem that one organization for the whole craft would be the soundest kind of logic.

During the short time that this body has been in the field as an organized craft its interests, financial and otherwise, have been materially bettered. It would seem to the average mind that the leading organizations whose craft is only 25 per cent organized could use their time to better advantage than to attempt the extermination of other affiliated unions.

The failure of one affiliated union to respect the rights of the others is a matter that concerns the very foundation of the international movement itself, and one that the convention must take hold of with a firm hand.

CONCLUSION.

That there is a complex and peculiar situation on the Coast is more or less understood by the average man who takes any interest in the movement; that to become familiar with it in its true sense requires active experience in the field, and that our cherished hopes of building up effective organizations of seamen on the Atlantic Coast, can only be realized through the inauguration of radical changes in the present order of things.

Respectfully submitted,

F. BENSON,

General Organizer, I. S. U. A.

Report received and ordered referred to the proper committee, when appointed.

(Continued Next Week.)

Of the entire population of Odessa, 65 per cent of the males and 85 per cent of the females are illiterate.

Germany's population is increasing more rapidly than that of Great Britain or France.

World's Workers.

According to returns made to the Belgian Labor Department, 1.4 per cent of the 36,744 members of 147 Trade Unions reporting were unemployed towards the latter part of the month, as compared with 1.3 per cent in the previous month and 1.8 per cent in September, 1906.

The report of the Imperial German Statistical Department states that the number of labor disputes which were begun during 1905 was 3,683, as compared with 2,711 in the previous year. Since 1901, when 1,109 disputes occurred, there has been a continuous increase each year in the number of disputes. Of the disputes in 1906, 3,378 were strikes and 305 lock-outs.

A strike of 12,000 factory operatives took place in connection with Coats & Company's thread mills at Paisley, Scotland. An effort was made by the company to obtain blacklegs, but the factory girls put a little devil into the fight, and chased them out of the town in defiance of the police. After three days the enemy capitulated to the girls' union, and a treaty of peace was signed.

In a factories and workshops' report recently submitted to the House of Commons, it is stated that the tendency of modern industrialism is to substitute the mother for the father as the breadwinner of the family, this being done for the sake of cheapness, and examples are given of women who have been compelled, through the poverty of the home, to return to the mill within a few days of child-birth.

Alexander Hume Ford, the magazine writer, writing to friends in Honolulu from Fiji, says that the Hindoo coolies introduced there as laborers for the sugar plantations are fast driving the white population out of Fiji, and are even driving the native Fijian to the wall and will eventually not only be the laborers, but the owners of the sugar industry. There are fewer whites in Fiji now than there was in 1870, and their decline in numbers began with the introduction in large numbers of Hindoo coolies.

The Union for the Protection of Labor at Antwerp (a body upon which both employers and workpeople are represented, its object being to examine all claims for increases in wages) decided to raise the wages of all workers on wood and grain cargoes from 5 to 5½ francs (4s. to 4s. 5d.) per day from October 16th. In addition, a special commission will be appointed to examine the conditions of labor in the handling of certain grain cargoes which are injurious to health, with a view to granting further increases where it is found expedient.

Returns received from certain selected ports (at which about 83 per cent of the total tonnage in the foreign trade is entered and cleared) show that during October 42,325 seamen, of whom 4,501 (or 10.6 per cent) were foreigners, were shipped on foreign-going vessels. In eleven cases there were increases, and in six cases there were decreases, as compared with October, 1906. For the ten months ended October, 1907, the total number of seamen shipped was 413,980, or 18,052 more than during the corresponding period of 1906, chiefly accounted for by large increases at Southampton, Liverpool and Cardiff. Lascars are not included in these figures.

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Portland, Or., Letter List.

Andersen, Fritzof	Larsen, F. -1113
Andersen, Geo. Chr.	Lyche, Harris M.
Andersson, A.	Lindeman, A.
Arras, Moritz	Langvardt, Christian
Behrens, Emil	Lang, G.
Bjorkman, Chas.	Le Fevre, Louis.
Bluhm, Peter	Lange, F.
Boose, Paul	Lettre, Honore
Bauwens, Edmond	Maack, Hans
Benson, John T. -1433	Matson, Viknor
Bergh, Edw.	Marks, S. W.
Dalton, Thomas H.	Nelson, Chas.
Eriksen, E.	Nilsen, Edvin
Ehlers, Henry	Nordstrom, Knut O
Elving, Gust	Nurmi, E. W. -865
Engbrethsen, Daniel	Nurminen, J. V.
Eliassen, O. E.	Olsen, Andy -754
Frost, Hans	Olson, Albert
Goethe, Viktor B.	Olson, Olaf

Tacoma, Wash., Letter List.

Tonkin Monday	Johansen, Hjalmar
Ames, George	Kalberg, William
Anderson, Chas. -907	Koip, Otto
Anderson, Axel	Kristensen, Jens
Anderson, J. -1514	Lang, Gust
Anderson, Albert H.	Lindroos, A. W.
Bartels, Herman	Mattson, Emil
Bosch, Hans	Mittelmeyer, J. F.
Carlson, Axel Aug.	McGinlay, Patrick
Eidsvaag, Peter S.	Mulley, James
Eliason, Carl	Nielsen, Jens
Erlund, Hans P.	Olsen, Sigvald O.
Ekeland, Sigurd	Olsen, Martin
Follis, Geo.	Rasmussen, Akion
Frick, M.	Rehbein, Ernst
Guyader, Georges	Rosenvold, Isak -713
Johannsson, K. J.	Russell, Ed
-1396	Skaanes, Olof
Johanson, Anton	Tidmann, Charlto
-2126	Tollefsen, Andreas
Johansson, Frederick	Tonge, N. W.
-1856	Winnir, C. B.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan	Johnson, Herman
Ahrens, A.	Johnson, Frederick
Akesson, H.	
Alness, Johan	Kahlbelzer, F.
Allender, H.	Karlson, Victor
Anderson, James	Kammer, G.
Anderson, H. M.	Karlson, G. -622
Anderson, W. -141	Karsberg, C.
Anderson, A. -1520	Kahlstedt, A.
Anderson, F.	Karspersen, K.
Anderson, L. F. -735	Karlson, A.
Anderson, Andrew	Kanfold, Ed.
Anderson, Chas.	Kalning, J.
Anderson, A. B.	Kinlock, W.
-1082	Klaln, C.
Anderson, K. A.	Klemmensen, C.
Anderson, J. -760	Knubedal, P.
Anderson, Aug.	Krentz, K.
Anderson, A. -1057	Kristiansen, S. -899
Anonon, M.	Kristiansen, E. -901
	Kristiansen, Gustaf
	Kristensen, K. O.
	Kummerlove, O.
	Kusul, V. J.
Baxter, W. J.	Lacey, F. E.
Barach, H.	Larsen, Einar
Baker, E.	Lang, Chas.
Berge, H. M.	Larsen, F. -1098
Beullague, O.	Larsen, C. -1932
Bertelson, Alf.	
Berg, Albert	Larsen, A. L.
Bernard, S.	Lersch, Paul
Bee, C.	Lee, Oscar
Bjork, A.	Lewis, Geo.
Billington, M.	Lemke, Carl
Bianca, F.	Lepp, P.
Bjornholm, H.	Ledgett, J. A.
Blomberg, G.	Lersten, J. O.
Blomquist, H.	Lindberg, John
Bohman, W. -630	Lind, Gustaf
Brown, Jack	Lindberg, Aug.
Bregning, Walter	Lillo, F. P.
Brant, Otto	Lindman, H. E.
Bylander, B.	Leipman, Th.
Bunderson, J.	Lubeck, R. A.
Buttgerit, L.	
Carlson, M.	Mason, S.
Carlson, Jacob	Martinson, Karl
Carlson, Hans	Mayers, P. M.
Castineylo, M. P.	Martinson, E.
Cholard, F.	Malmquist, J.
Christensen, Jens	Masterson, D.
Chevalier, V.	Manlon, James
Cowd, C.	Marz, H.
	Martinson, F. -345
	Mattson, Eric
	McClure, P.
	McArthur, L.
	Metz, G.
	Meinseth, A. O.
	Mikeleit, E.
	Miller, W. J.
	Moran, H.
	Muller, P.
	Murry, John
	Nelson, Chas. -906
	Nelson, N. -827
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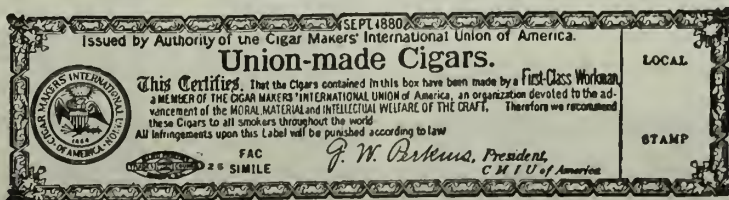
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An organized band of kidnapers have stolen 49 children in the City of Mexico during the past two months.

Emperor William ordered a court-martial to try Count von Hohenau on charges growing out of the court scandal.

It was announced in Paris that the Bank of France would continue to accept American paper, indorsed by Frenchmen, for gold.

Richard Croker, it was learned in Dublin, had secured as a "poor Irish tenant" \$25,000 from the British Empire with which to buy a farm adjoining his estate.

Because of rumors that an attempt would be made to blow up the train bearing Secretary Taft across Russia, a special guard of fifteen soldiers was put on the train at Uft.

In outlining before the Russian Duma the policy of the Government Premier Stolypin declared the will of the Czar must be Russia's law, and said all promised reforms must wait upon the restoration of order in the empire.

John Hartley, a British subject, who went to Japan in 1864, has brought suit against the Japanese Government for \$500,000 damages for having impounded opium imports by him in 1875, while allowing Dutch firms and other foreigners to import the drug.

Herr Bebel, in the German Reichstag in Berlin, charged that ruling princes in Germany were guilty of practices of which army officers recently were accused by Maximilian Harden and War Minister von Einem partially corroborated his statements.

The death of Oscar II, King of Sweden, at 9:10 a. m. on December 8, occurred in the royal apartment of the palace, where, surrounded by the members of his family, including the aged Queen Sophia and the Crown Prince Gustave and high ministers of state, the inevitable end had been awaited.

A German syndicate has acquired 2000 acres in the Kentish coalfields, and is arranging to start work at once between Dover and Canterbury. About twelve months ago some coal mining experts from Westphalia paid a visit to the Dover Colliery Works and were very struck with the similarity of the strata to those in some of the best German coal fields.

There is much excitement among the natives in the vicinity of Hong-kong on account of the patrol to be established on West River by foreigners. Some time ago a British Admiral and the British Consul visited the Viceroy and claimed an indemnity on account of loss to British commerce through piracy. The idea being flouted, the Viceroy was given until the end of November to establish proper patrol, being informed that if he did not the British would establish one themselves.

The question of liquor prohibition has lately come into prominence in Norway, Secretary of Agriculture Aarestad, who is a temperance leader, having declared that immediate prohibition is the aim of the anti-liquor element. The strongest opponents of this policy are the merchants of Christiania, who point to the alleged failure of prohibition in many American States, and also to lawbreaking here, which they claim is the result of limiting the "Samlag ssythem," whereby communities monopolize the sale of liquor.

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Labor News.

Nine companies of troops, with machine guns, were sent from California posts, under direction of General Funston, to prevent disorder in the mining district of Goldfield, Nev., though the Sheriff protested that there was no disorder and no need for military intervention.

Professor S. Colis Cohen of Philadelphia says: "Overcrowding comes from high rents; overwork and poor food can be attributed to low wages. Thus, high rents and low wages may truthfully be said to be the chief causes of tuberculosis. Make wages high and rents low, and tuberculosis will be prevented."

The Vancouver Trades and Labor Council has decided to try and secure a supply of cheap fuel along the lines followed in Seattle, and has appointed a committee to inquire into the question. In Seattle the unions have bought a coal mine, and hope to build a railway line to it. The saving already amounts to \$3 a ton.

Official indorsement of the miners' strike at Goldfield was given by the Executive Board of the Western Federation of Miners. The following telegram was sent to Charles H. MacKinnon, President of the Goldfield Miners' Union: "Executive Board recognizes justice of your position. Will render all possible assistance."

The Hindoo section crews that have been employed on the Nekiah section of the Northwestern Pacific have been discharged, as it has been found that they are unable to do the work. The climate is too cold for the Hindoos, and they could not be induced to get out in the morning and go to work before 9 or 10 o'clock. Italians have been substituted for them.

On October 4 the lock-out of cotton screwmen at New Orleans developed into a general strike of all dock laborers, numbering 8,580, at that port. An agreement concerning the cotton screwmen was finally reached on October 24, under which each gang of five men was to receive the old rate of wages, \$26.00 per day, for stowing 180 bales of cotton instead of 160, the previous number, pending an investigation into port charges by a committee whose decisions are to be binding on both sides.

Supporters of Chinese immigration received a decided setback at a meeting of the Board of Trade and Transportation of New York. A resolution was introduced deprecating harshness to all classes of Chinese who under the law are allowed to enter the United States. This was passed and was followed by another resolution expressing the belief of the board that the admission of a limited number of Chinese laborers would be beneficial. This second resolution called forth many protests and caused a long and warm debate. It was finally laid on the table by an overwhelming vote.

Adolph Newcombe, for some time an inspector in the United States Customs Service, has filed with Collector of Customs F. C. Harper at Seattle, Wash., a claim for overtime work amounting to \$280.50. Harper has rejected the claim and the case will be carried to Washington. The case is of importance, not from the amount involved in the one claim, but as a test case to determine the validity of the alleged action of Custom-house officials in working men more than eight hours a day continuously, against what is believed to be a Federal law covering the hours of work.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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Home News.

It was announced in New York that the Vanderbilt lines had mortgaged their rolling stock for \$30,000,000.

The jury in the trial of Steve Adams for murder disagreed, standing four for conviction and eight for acquittal.

President Roosevelt conducted a lottery at the White House to settle the vexed question of Federal patronage in South Dakota.

The annual report of Secretary Wilson, of the Department of Agriculture, showed the total value of American farm products to be \$7,412,000,000.

Only \$25,000,000 of United States Treasury notes will be issued, it was learned in Washington, three-fifths of them to be retired in three months.

Jamestown's tercentennial exhibition closed. It was announced that the total attendance was only 2,800,000, of which 1,500,000 were paid admissions.

John Sharp Williams's power to name minority members of committees in the House was continued by the Democratic caucus by a vote of 124 to 4.

A Brooklyn woman, who has lived to be 100 years old, has drawn in annuities from insurance company more than \$12,000 on investment of \$3000.

Thirteen persons, mostly women and children, burned in fire in New York tenement house, believed to have been incendiary in origin, from motive of revenge.

Permission was given J. Love Wal-lach to undertake treatment of twelve lepers from the plague settlement of Molokai, Hawaiian Islands, under a system which he insists will cure leprosy.

Representative Garner, of Texas, has introduced a bill creating a new form of legal tender to be called "United States currency notes," and providing for their printing to the amount of \$500,000,000.

The National Council of Commerce, with a membership intended ultimately to include all commercial associations of the United States, with a view to supplementing the work of the Department of Commerce and Labor, was formed at a meeting held in the office of Secretary Straus.

The year 1907 has been a banner year for skyscrapers in New York. The records of the building department show that between January 1 and October 31 there were fifty-one permits issued for buildings more than ten stories high. In the same period of 1906 there were forty-eight permits issued for such buildings.

Arizona has now 32,000 acres more timber land in the Prescott National Forest by reason of a proclamation creating two additions which was signed by the President. The tracts will be put under forest service administration and protected from fire, theft and waste. The additions will give the Prescott forest an area of 1,063,256 acres.

The California Safe Deposit and Trust Company was declared insolvent and the disclosures following investigations have given rise to the formal accusation that the institution has been both "loaded" and "looted." It has been "loaded," it is charged, with stocks and other securities at values far in excess of their real worth, and has been "looted" of the money of the depositors which the officials of the bank lent on these comparatively worthless securities.

With the Wits.

This Season's. — Maid — "Please ma'am, the architect has called with plans for your new hat."—Journal Amusant.

Glad of It.—"Sir, the other tenants will not stay in the flat if you insist on playing the cornet."

Mr. Toots—I'm glad of that. They were very annoying." — Cleveland Plain Dealer.

In Doubt.—"Well," exclaimed the irate wife, "this is a nice time of night to be coming in. What have you to say for yourself?"

"Before I answer that question, my dear, I want to find out if you're going to give me a chance to say it?"—Exchange.

The Magistrate's Words.—"I heard a specimen of fine language this morning," said Luschman, "that affected me very much."

"Indeed?" replied Ascum. "What was that?"

"Ten dollars or ten days."—Philadelphia Press.

Between Hours.—"You've been calling on Gailey's daughter so long it's a wonder he hasn't asked your intentions."

"But I never see him, you know. I never get to his house until 8 o'clock, and I always leave before 2 in the morning."—Washington Star.

Not His Troubles.—A kind old gentleman, seeing a little boy carrying a lot of newspapers under his arm, said:

"Don't all those papers make you tired, my boy?"

"No; I don't read 'em," replied the lad.—Philadelphia Inquirer.

The Lovers' Quarrel.—"Silly boy!" she said, "why did you become offended? Though my words were severe, you might have seen that I was smiling."

"Well," he replied magnanimously, "your mouth is so small I didn't notice it."—Philadelphia Press.

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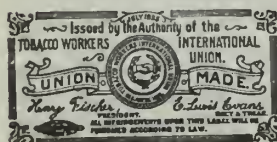
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 14.

SAN FRANCISCO, WEDNESDAY, DECEMBER 25, 1907.

Whole No. 1044.

SEAMEN'S CONVENTION.

(Continued from Last Week.)

A. F. of L. Report.

The report of the delegates to the convention of the American Federation of Labor was read, and referred to the proper committee, when appointed.

President Penje introduced Mr. Thomas J. Elderkin, formerly Secretary-Treasurer of the International Seamen's Union of America.

Mr. Elderkin addressed the convention, expressing the pleasure he felt in being again present in a gathering of the seamen's representatives. The speaker reviewed the history of the International, from its establishment in 1892, congratulated the convention upon the progress made and expressed a sincere wish for its continued growth. President Penje thanked the speaker and assured him of the convention's appreciation of his visit.

President Penje appointed the standing committees, as follows:

COMMITTEE ON CONSTITUTION: A. McKechnie, Con Harrington, V. A. Olander, Dan Sullivan, T. J. McCoy, F. Huehns, T. F. Heffron.

COMMITTEE ON LEGISLATION: A. Furuseth, W. H. Jenkins, Wm. Robertson, W. B. Hoffman, Wm. Snaw, John M. Lyons, Chris. Johnson.

COMMITTEE ON RESOLUTIONS: Ed. Stack, T. A. Hanson, Jos. Bellinger, H. G. Lundberg, Ed. Andersen, George Hanson, Thos. Lester.

COMMITTEE ON ORGANIZATION: Ed. Rosenberg, J. Fisher, Geo. C. Boone, H. P. Griffin, R. Clark, W. L. Smith, Wm. Curry.

COMMITTEE ON WAYS AND MEANS: R. H. Walker, H. Sanderson, Gust. Pederson, Val. Duster, J. R. Scanlon, John Regan, Wm. Meehan.

COMMITTEE ON AUDIT: A. Davidson, Gust. Brown, F. Foley, I. N. Hylen, D. W. Paul.

Resolutions were introduced, as follows:
No. 1, By Wm. H. Jenkins, providing for an increase from six to eight in the number of vice-presidents. Referred to Committee on Constitution.

No. 2, By Ed. Andersen, providing for an organizer for the steamboatmen of California. Referred to Committee on Organization.

On motion a committee of three on distribution to refer the various parts of the respective reports to the proper committees, was appointed, as follows: V. A. Olander, Wm. H. Frazier, John Fisher.

Organizer Rosenberg submitted a report of the status of the United Fishermen of the Pacific. (See Journal of November 27, 1907).

Committee on Distribution reported; received and concurred in.

Resolutions were introduced, as follows:
No. 3, By E. F. Burke, providing for an organizer for cook and stewards on the Pacific Coast. Referred to Committee on Organization.

No. 4, By J. Leonard Norkgaucr, providing that agreements with shipowners shall be entered into simultaneously. Referred to Committee on Ways and Means.

No. 5, By Wm. Shaw and Wm. H. Jenkins, providing for better inspection of Lake steamers. Referred to Committee on Legislation.

No. 6, By Wm. Robertson and Chris. Johnson,

providing for action on certain bills in Congress. Referred to Committee on Legislation.

No. 7, By H. P. Griffin, providing for two organizers for cooks and waiters on Atlantic Coast. Referred to Committee on Organization.

No. 8, By Alex. McKechnie, providing for sending a representative to International Transport-workers' Federation, at Vienna, Austria. Referred to Committee on Ways and Means.

No. 9, By Wm. Robertson, providing for legislation prohibiting the tow-barge evil. Referred to Committee on Legislation.

THIRD DAY.

Roll called and minutes of previous days' session read and approved. The following telegram was read:

Wm. Penje, President International Seamen's Union, 143 W. Madison Street, Chicago, Ill.:

Greetings and Godspeed to the twelfth annual convention. Sailors, firemen and cooks together, all for one, and one for all. Three cheers for the "Brotherhood of the Sea!"

SAILORS' UNION OF THE PACIFIC.

Per E. Ellison, Sec. Pro Tem.

The telegram was received and ordered printed in the record.

A communication from the Central Trades and Labor Council of New Orleans, La., was read, inviting the International Seamen's Union to hold its next convention in that city. Communication received and filed.

Mr. D. D. Mulcahy, of the International Woodworkers' Union, was introduced and spoke on the question of the union label, complimenting the organized seamen upon the interest displayed by them in demanding the label and disseminating union-label sentiment. In conclusion Mr. Mulcahy presented the International Seamen's Union with a handsome gavel bearing the label of the International Woodworkers.

Mr. J. Johansson, of the International Woodworkers, was next introduced. Mr. Johansson addressed the convention on the subject of the injunction, concluding by wishing the seamen success in their work.

President Penje returned the thanks of the International Seamen's Union for the gift bestowed upon it and also for the words of hope and encouragement spoken by Brothers Mulcahy and Johansson.

On motion the gavel was formally accepted and the convention reaffirmed its indorsement of the Woodworkers' Union label.

Resolutions were introduced, as follows:

No. 10, By H. A. Sanderson and W. J. Murphy, providing that dues of harbor boatmen be paid only to the Harbor Boatmen's Union. Laid over to special order.

No. 11, By Edward Stack and John Fisher, providing for organizing the marine firemen on the Canadian side of the Great Lakes. Referred to Committee on Organization.

No. 12, By Atlantic Coast Seamen's Delegation, providing for continuance of organizing work on the Atlantic Coast. Referred to Committee on Organization.

No. 13, By Atlantic Coast Seamen's Delegation, protesting against the Ship Subsidy bill. Referred to Committee on Legislation.

No. 14, By Atlantic Coast Seamen's Delegation, providing for the re-indorsement of the Spight

bill in Congress. Referred to Committee on Legislation.

No. 15, By Atlantic Coast Seamen's Delegation, providing for appointment of an organizer in the Gulf District. Referred to Committee on Organization.

Captain Young, of Tonawanda, was introduced for the purpose of explaining a device for lowering life-boats. Captain J. T. White, an admiralty lawyer of Tonawanda, and Mr. Kenney were also introduced. Captain Young explained his method of boat-launching by the use of a model. Messrs. White and Kenney illustrated the improved method of hatch-battening.

The President announced the appointment of additional members on the committees, as follows: Wm. J. Murphy, Resolutions Committee; E. F. Burke, Legislative Committee; L. Norkgaucr, Ways and Means Committee.

On motion the President, Secretary-Treasurer and Editor of the Coast Seamen's Journal were appointed a Press Committee.

FOURTH DAY.

Roll called and minutes of previous day's session approved.

Communications were read from the New Orleans branch of the Atlantic Coast Seamen's Union and from Mayor Behrman, of New Orleans, both inviting the International to hold its next convention in that city. Filed. A communication from R. E. Hall of Baltimore, Md., regarding the conditions of the colored seamen was read and referred to the Committee on Organization.

Resolutions were introduced as follows:
No. 16, By Edward Stack, John Fisher, Robert Clarke, Archie Davidson, Joseph Behrman, Jas. Bellinger and John Regan, regarding transfers of firemen. Referred to Committee on Constitution.

No. 17, By I. N. Hylen and Ed. Rosenberg, providing for legislation prohibiting the catching of food fishes for fertilizing purposes. Referred to Committee on Legislation.

No. 18, By Ed. Rosenberg and I. N. Hylen, for legislation to prohibit the use of salmon traps. Referred to Committee on Legislation.

No. 19, By I. N. Hylen and Ed. Rosenberg, providing for better protection by law of fishermen. Referred to Committee on Resolutions.

No. 20, By Ed. Rosenberg and I. N. Hylen, providing for an organizer for the fishermen. Referred to Committee on Organization.

No. 21, By I. N. Hylen and Ed. Rosenberg, providing for legislation to abolish fish-wheels. Referred to Committee on Resolutions.

No. 22, By John M. Lyons, providing for a reduction of per capita tax. Referred to Committee on Constitution.

No. 23, By Geo. Hansen and Thos. Lester, providing for legislation prohibiting vessels from going to sea before they are placed in seaworthy condition. Referred to Committee on Legislation.

The Entertainment Committee extended an invitation to the delegates to visit the Stock Yards. Invitation was accepted with thanks.

Committee on Legislation reported as follows:

No. 18, By Ed. Rosenberg and I. N. Hylen: Whereas, Secretary of Commerce and Labor, Oscar Straus, has been requested by the United Fishermen of the Pacific, especially by the Alaska Fishermen's Union, by the majority of companies

operating in Bristol Bay, Alaska, and by several Western United States Senators, to prohibit salmon traps in the Wood and Nushagak Rivers, Bristol Bay, Alaska; and

Whereas, The salmon traps in these rivers are rapidly destroying an industry in which millions of capital are invested and several thousand workers employed, also wantonly diminishing the world's food supply; and

Whereas, The Secretary of Commerce and Labor, in answer to such request, has set a hearing on this question for December 16, 1907, at Washington, D. C.; therefore be it

Resolved, By the twelfth annual convention of the I. S. U. of A. that we indorse the request for prohibition of salmon traps in Wood and Nushagak Rivers, and the Secretary hereby stands instructed to so notify Secretary of Commerce and Labor, Oscar Straus.

Committee recommends concurrence. Recommendation adopted.

FIFTH DAY.

Roll called and minutes of previous session approved.

Resolutions were introduced, as follows:

No. 24, By F. Benson, providing for the establishment of Postal Savings banks. Referred to Committee on Legislation.

No. 25, By H. P. Griffin and H. A. Sanderson, providing for co-operation with Masters and Pilots' Harbor, No. 1, of New York. Referred to Committee on Legislation.

No. 26, By H. P. Griffin, providing for organization of colored seamen. Referred to Committee on Organization.

No. 27, By W. B. Hoffman, Wm. Robertson and Daniel Sullivan, providing for compensation of delegates to A. F. of L. convention. Referred to Committee on Constitution.

No. 28, By Daniel Sullivan, W. B. Hoffman and Wm. Robertson, providing for an amendment to the Constitution covering the granting of charters. Referred to Committee on Constitution.

Under a special order the protest of the Atlantic Coast Marine Firemen's Union against the action of the Executive Board in granting a charter to the Harbor Boatmen of New York and vicinity was taken up. The convention went into committee of the whole with A. Furuseth in the chair. The protest, reports and correspondence in the matter, also Resolution No. 10, were read.

Delegate Hoffman presented the grounds of the Firemen's protest in a lengthy statement reviewing the entire controversy.

Delegate Sanderson presented the case of the Harbor Boatmen.

The Committee of the Whole rose and reported progress. Standing committees reported progress.

Committee on Resolutions reported in favor of referring that part of the Secretary-Treasurer's report regarding delegate to the Transportworkers' Federation to Committee on Ways and Means; adopted.

Committee on Resolutions reported further, as follows:

No. 19, By I. N. Hylen and Ed. Rosenberg:

Whereas, The fishermen have been excluded from many provisions of the maritime law which protects the seamen of our country; and

Whereas, The lack of this protection is taken advantage of by unscrupulous persons who impose many hardships upon the fishermen; therefore be it

Resolved, By the twelfth annual convention of the I. S. U. of A., that the Legislative Committee hereby stands instructed to secure, if possible, from Congress to fishermen better protection under the law.

Committee recommends concurrence; adopted.

Secretary announced having received from Mr. T. J. Elderkin the original proceedings of the first convention of the International Seamen's Union, written by John Hoist, of the Sailors' Union of the Pacific. On motion the proceedings were received with thanks.

Convention again went into Committee of the Whole. Delegate Sanderson resumed his statement.

General Organizer Benson made a statement of the facts coming within his observation.

Moved and seconded, that the Committee of the Whole report to the Convention in favor of sustaining the action of the Executive Board in granting a charter to the Harbor Boatmen of New York and vicinity.

Question was discussed by Delegates Sullivan, Benson, Rosenberg and Penje.

Committee of the Whole rose and reported progress.

Committee on Entertainment invited the delegates to a theater party. Invitation accepted, with thanks.

Delegate Olander announced that an open meeting of the members of the respective maritime unions would be held on Monday night, and invited all delegates to be present. Invitation accepted, with thanks.

Resolutions were introduced as follows:

No. 29, By H. P. Griffin and Ed. Rosenberg, providing for payment for use of committee rooms. Referred to Committee on Ways and Means.

No. 30, By W. Macarthur, providing for Japanese Exclusion. Referred to Committee on Resolutions.

No. 31, By W. Macarthur, providing for support of union label. Referred to Committee on Resolutions.

No. 32, by W. Macarthur, providing for attendance of the General Organizer at the convention of the I. S. U. of A. Referred to Committee on Constitution.

No. 33, By W. B. Hoffman, D. Sullivan and Wm. Robertson, protesting against employment of Chinese crews in United States Naval vessels. Referred to Committee on Legislation.

No. 34, By W. B. Hoffman, D. Sullivan and Wm. Robertson, providing for organizing colored seamen on Chesapeake Bay. Referred to Committee on Organization.

No. 35, By W. B. Hoffman, D. Sullivan and Wm. Robertson, providing for organizing firemen on Atlantic Coast. Referred to Committee on Organization.

No. 36, By W. B. Hoffman, providing for a change of Headquarters. Referred to Committee on Constitution.

SIXTH DAY.

Roll called and minutes of previous session read and approved. Committees reported progress.

Convention went into Committee of the Whole. Consideration of question of Harbor Boatmen of New York and vicinity resumed. Question discussed by Delegates Griffin and Olander.

Committee rose and reported progress.

On motion the rules were suspended and Convention ordered to reconvene at 1 p. m.

Convention reconvened at 1 p. m. Roll called.

Committees reported progress. Convention went into Committee of the Whole. Consideration of the question before the Committee was resumed. Question was discussed by Delegates Benson, Harrington, Macarthur, Furuseth, Frazier, Jenkins, Sanderson, Brown, Hoffman, Robertson, Lyons, Andersen, Leibold, Clarke, Bellinger, Rosenberg.

Amendments were proposed by Delegate Rosenberg and the delegations from the Firemen of the Great Lakes and Pacific. Moved that a sub-committee of seven be appointed by the Committee of the Whole, with instructions to report on the subject and report at the next session. Committee appointed, as follows: Rosenberg, Paul, Clarke, Hanson (Geo.), Burke, Lyons and Furuseth.

Committee rose and reported progress.

Entertainment Committee invited the delegates to a dinner given by the local unions. Invitation accepted, with thanks.

SEVENTH DAY.

Roll called and minutes of previous session approved.

Committees reported progress.

Convention went into Committee of the Whole. Question of Harbor Boatmen resumed. Sub-committee reported, as follows:

Your committee recommends that the action of the Executive Board of the I. S. U. of A., in granting a charter to the Harbor Boatmen's Union of New York and vicinity be hereby confirmed by the Convention, with the proviso that the jurisdiction of that union shall cease in ferry-boats, in passenger boats and ocean-going tugs and steamers, unless any district organization of the I. S. U. of A. waives jurisdiction in such vessels; further provided that Delegates A. Furuseth and R. Clarke shall upon adjournment proceed to New York to work for the proper execution of this decision; further provided that the Harbor Boatmen's Union of New York and vicinity shall transfer members of the Atlantic Coast District unions, if such members are in good standing and desire such transfer.

Your committee further recommends that if any organization above affected by this decision fails to abide by it, organizers furnished by the I. S. U. of A. shall be withdrawn by order of the Executive Board of the I. S. U. of A.

Report of the sub-committee was unanimously adopted.

Committee rose and reported to the Convention. Reported adopted. Committee on Resolutions reported as follows:

No. 1, By Wm. H. Jenkins:

Resolved, That Section I of Article V shall be amended, as follows: Strike out the word "six," in the second line, and insert the word "eight" in its place, so as to read: Article V, Section I. The officers of this Union shall consist of one President and eight Vice-Presidents, etc.

Committee recommends concurrence; adopted.

No. 16, By Edward Stack, John Fisher, Robert Clarke, Archie Davidson, Joseph Leibold, Jas. Bellinger and John Regan:

Whereas, The membership of the Marine Firemen, Oilers and Watertenders' Association of the Great Lakes do not believe it necessary or wise that there should be any transfer system between the Marine Firemen of the Great Lakes and those on the Coasts, and vice versa; and

Whereas, The Marine Firemen of the Great Lakes believe that such a course is best at this time for the interests of all marine firemen, whether on Coasts or Lakes; therefore be it

Resolved, That in order to have a clear understanding on this matter the Constitution be amended in the following manner, viz: Amend the last sentence of Section 2, Article VIII, so that it shall read as follows: "But transfers between Marine Firemen's unions shall be only by mutual understanding."

Committee recommends concurrence; adopted.

No. 22, By John M. Lyons:

Resolved, That Section I of Article IX be and is hereby amended as follows: Strike out the words "twenty-one," in the fifth line of Section I, Article IX, and insert the word "fifteen," so as to read, "per capita tax of fifteen cents per quarter," etc.

Committee recommends non-concurrence; adopted.

No. 27, By W. B. Hoffman, Wm. Robertson and Daniel Sullivan:

Resolved, That the Constitution be amended by striking out Section 6, Article III, and substituting the following section: "Delegates attending the A. F. of L. convention shall be paid their railroad fare and \$7 per day for salary and hotel expenses. They shall travel the most direct route and shall spend no more time than is absolutely necessary."

Committee recommends concurrence; adopted.

No. 28, By Daniel Sullivan, W. B. Hoffman and Wm. Robertson:

Resolved, That the Constitution, Section 2, Article II, by striking out all after the word "grant," and inserting "a temporary charter for the approval of the next annual convention."

Committee recommends non-concurrence; adopted.

No. 32, By W. Macarthur:

Resolved, That the Constitution be amended, as follows: Article III, Section 5, insert after the words "Secretary-Treasurer," the words, "General Organizer," so as to read: "The Secretary-Treasurer, General Organizer and the Editor of the official organ of the I. S. U. of A.," etc.

Committee recommends concurrence; adopted.

No. 36, By W. B. Hoffman:

Amendment to Constitution and By-Laws, to be known as Article XIV:

Section 1. The General Office of the International Seamen's Union of America shall be situated in the City of New York.

Sec. 2. There shall be in charge of same a Secretary-Treasurer, whose duties shall also be those of General Organizer, to take charge of all organizing work, to have entire supervision of the same.

Sec. 3. The Secretary-Treasurer shall have the power to engage an assistant to help him in the supervision of his work.

Sec. 4. The Secretary-Treasurer shall engage suitable offices in the City of New York, as close as possible to the affiliated unions.

Sec. 5. The salaries paid Secretary-Treasurer and assistant shall be determined from time to time by the Convention.

Majority of Committee recommends non-concurrence; adopted.

The Committee recommends non-concurrence in the proposition, submitted through the Lake Seamen's Union, to make arrangements in the conventions of the I. S. U. of A. for the attendance of the membership at large as visitors. Recommendation concurred in upon the ground of the needless expense involved in the proposition.

Legislative Committee reported, as follows:

Your Committee has had under consideration the devices relative to life-boats and hatches on vessels and, while we admire the models, we have had no opportunity to see these devices in their practical application to boats or hatches, and do not therefore consider that we are justified in passing upon the merits or demerits of the said appliances. We respectfully recommend that the Convention take no action. Recommendation concurred in.

Committee on Constitution reported as follows:

For the purpose of clearly defining the amount to be allowed for traveling and hotel expenses, we recommend the adoption of the following amendments to the Constitution:

That the following be added to Section 5, Article III, the words, "equivalent to the amount allowed by their local organizations to delegates from said local organizations."

That the present Section 7, Article III, be changed to Section 8, and that a new section 7 be inserted in Article III, to read as follows:

"Section 7. All other officers and representatives of the I. S. U. of A., when traveling for and by the authority of the International Seamen's Union, shall be allowed a sum sufficient to make the total amount allowed by the International Seamen's Union and any salary which may be drawn from any local organization by such representative equal to \$7 per day for salary and hotel expenses."

Recommendations concurred in.

Committee reported further, as follows:

We further recommend that the following amendment to Article I, and corrections to Article II and III, be adopted.

Article I. Insert the words, "and wipers," after the words, "coal-passers."

Article II, Section 2, strike out the initials "E. B." and insert the full words, "Executive Board."

Article III, Section 2, correct misprint of first word, "organization" in second sentence, by using the plural.

Recommendations concurred in.

Report of Committee adopted as a whole.

Committee on Ways and Means reported, as follows:

On report of delegates to A. F. of L. recommended that certain parts of the report be not printed in the proceedings of the Convention.

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

GERMAN CRITICISM OF TURBINES.

A German marine critic points out that even though the two new Cunarders may attain the high speed required for getting the promised high Government subvention, it would by no means follow that the machinery plant of the turbine system possesses any advantage over that of the reciprocating engines of power. For there can be no doubt that steamers of similar dimensions as the *Lusitania* could certainly be equipped with reciprocating engines that could give them a speed of twenty-four and one-half knots as stipulated in the admiralty contract. The objection that in this case the machinery plant alone would take up a prohibitive amount of space and leave too little for passengers and freight, requires no refutation. The only question worth considering is, which of the two systems is likely to prove the safer and more economical one in the long run. In this respect Dr. Wiegand refers to the insurmountable difficulty for the turbine system, that its strong point, the rapidity of revolution, is not available for making the propellers revolve at their most effective speed. Experience proves that about eighty revolutions per minute is the most efficient rate at which to run the propellers of the ocean hounds. In the case of the *Lusitania*, however, the screws are to make 180 turns per minute in order to utilize the full power available. The fact that the efficiency of screw propellers is reduced by too rapid working can not be overlooked. Especially against a strong head sea and great wind pressure the turbine steamers cannot, on account of their small propellers, develop as much additional pushing force as the old system with its larger propellers is capable of. The decisive point is, however, not this slight difference of efficiency that might be counterbalanced by other indisputable advantages of the turbine system. Much more important is the economic advantage of reciprocating engines that by reducing their speed an enormous saving of coal per mile may be effected, so that with the same supply of fuel the distance covered may be considerably lengthened.

Turbine steamers cannot save coal by not making the speed that their power calls for. If the turbine goes down to eighty or 100 revolutions, the consumption of coal is not essentially reduced, while their efficiency is, of course, practically nullified. This drawback may even seriously affect the safety of the turbine steamers on long voyages. If a turbine steamer encounters a succession of gales and heavy seas, preventing its making headway, it may easily happen that the coal in its bunkers will not last for the lengthened time of crossing the Atlantic, while steamers of the old type have a way out of the difficulty by simply reducing their speed. This loss of speed will probably be of very frequent occurrence, because the propellers used for turbine steamers are of so small diameter that the highest possible effect is reached with 180 revolutions and by putting on more steam the efficiency is only nullified by the friction of the water. For the larger propellers that work most economically at

eighty revolutions per minute a little acceleration, though with great waste of coal, may be possible by increasing the number of turns to eighty-five per minute.

It is clear that economic and safety considerations of this kind are of little weight for warships that require the highest speed only on an emergency for a short time and that derive the greatest advantage from the saving of space attainable by the turbine system. For the building of new men-of-war the experience of these largest and fastest turbine steamers will be of inestimable value, so that for the English Government the high subvention offered to the Cunard line is amply justified. But for the passenger traffic on the Atlantic it would be—even in the event of the Cunarders superseding the German steamers as the fastest on the ocean—at least premature to conclude that the future belongs to the turbine steamers. —Continental Correspondence.

AIR TO RAISE SHIPS.

The use of compressed air to lighten and raise sunken vessels is not new, but its use involves numerous difficulties and it has not been much employed until recently. Now, however, it has been so satisfactorily developed that it bids fair to supersede the older and slower methods. A writer in "Cosmos" (Paris) recalls that when a vessel sinks, a classic method of raising her consists in passing under her hull chains in sufficient number and fixing these to lighters or to a floating dock previously filled with water and towed to a position just above the sunken boat. By pumping out the water from the dock an ascension force is produced, sufficient to raise the ship. The whole is then towed into shallower water, and by repeating the operation the vessel may at last be docked or at least beached so that the damage to her hull may be repaired. He continues:

"This method is sure, but it has the inconvenience of being very slow; the passage of the chains under the hull often presents difficulties that are almost insurmountable. A considerable amount of machinery is also necessary, and the operation succeeds only in a calm sea, for the least swell, by raising the tenders or the dock at intervals, may break the chains, so that all the work has to be done over again.

"It is certainly preferable, when possible to use the compressed-air method. In this air under a pressure slightly greater than that corresponding to the depth is forced into the hull, and the water is thus driven out through the hole by which it entered, or if this hole is in the upper part, it is closed, and an outlet for the water is made below. The hull will rise of itself as soon as it is sufficiently lightened, and nothing will remain to be done but to tow it away to be docked.

"Of course this method necessitates numerous precautions. All openings must be carefully sealed so that no air may escape; it is also necessary to fasten down the decks, which are not constructed to withstand pressure and might be forced up. If the vessel is a large one, its various com-

partments must be filled with air successively, proceeding symmetrically so that one end will not rise before the other. Divers thus have difficult work to do on the hull, but the method is certainly possible, at least in some instances, as recent successes have shown. The large steamer *Bavarian*, which was wrecked on the Canadian coast and completely filled with water, was raised and saved by means of compressed air.

"For one class of ships this method is particularly fitted, in case of accident; namely, submarines. Their hulls are exceptionally strong, so no strengthening has to be done; it is sufficient that all openings be closed, to prevent the escape of the air. When the *Farfadet* and *Lutrie* were wrecked at Bizerta, public opinion was properly roused by the excessively long time taken to raise them; particularly in the case of the *Farfadet*, if the operation had taken less time, some of the crew perhaps might have been saved. But the passage of the chains under the hull, through a thick mud, was difficult in the extreme and required many days of work. The use of compressed air, if the salvage-boats had possessed the necessary plant, would have been more expeditious.

"It may be hoped that if another serious accident happens to one of our submarines—which is quite improbable—salvage will be greatly facilitated by this process."—Translation made for "The Literary Digest."

ITALIANS FOR CHILE.

Vice Consul Ernest Santi reports from Milan upon the plan to introduce Italian families into Chile as follows:

The Government of Chile has signed a contract with an Italian agent who has agreed to transport a large number of Italian families to that country. Before embarking the emigrants will have to appear before the Chilean consul at the port of shipment, and he will verify as to their trade, at the same time establishing that they have never been imprisoned or fined for criminal offenses, and that they are in a good physical condition. The head of each family must not be older than 50 years of age and must be an active man. If possible, these families are to be shipped on Italian steamers. After having arrived in Chile, the emigrants will be lodged and fed for one week free of charge by the Government, which in the meantime, will obtain the Italian Government's permission for their staying there. The Chilean Government will repatriate at its own expense any emigrant disabled during the first year of his stay, giving the other members of his family the sum of \$10 each. Any emigrant found upon arrival to be an anarchist, or to have dangerous diseases, will immediately be refused admission to the country.

This step is reported in Italy to have been taken by the Chilean Government because industry suffers for lack of hands, and it has been found that Italians are steady and sober workmen.

For union made goods and facsimiles of union labels consult the advertising columns of *THE JOURNAL*.

Domestic and Naval.

A cablegram from Christiansand says that the Norwegian bark Sunniva, from Champotan for Riga, stranded and was totally wrecked. Crew is reported drowned.

The Bureau of Navigation reports that 66 vessels of 32,985 gross tons were built in the United States and officially numbered during the month of November, 1907.

A bill giving the Secretary of the Navy authority to purchase three steam colliers has been introduced by Senator Lodge. It provides that they shall be of American register.

The Clyde liner Pawnee, which arrived at New York recently, rammed and sunk the schooner Harland W. Huston off League Island. Captain Gaskins and crew of four men were rescued by the Pawnee and brought to port.

Resolutions adopted by the National Rivers and Harbors Congress urge the Government to appropriate \$50,000,000 a year for the improvement of inland waterways or provide for a bond issue of \$500,000,000 to cover the cost of the contemplated improvements for the next ten years.

The authority of the Interstate Commerce Commission to regulate ocean shipping rates was denied in a hearing before the commission on the complaint of the Cosmopolitan Shipping Company, of Philadelphia, against foreign steamship lines forming the so-called "Baltic pool."

Spain's new naval squadron will be built in England at an outlay of £10,000,000. The order for the new war ships will be given as soon as the Spanish chambers have ratified the propositions made by the Government. Admiral Aunon says that Spain must not order any war ships like those which were destroyed off Santiago de Cuba.

The first turbine built on the Delaware, the steamer "Old Colony," of the Fall River line, successfully completed her preliminary standardization run on November 17, making a maximum speed of 21 knots, which is 2½ knots more than the contract. The "Old Colony" was built by the William Cramp Ship and Engine Building Company, and is 400 feet long, 52 feet beam and 14½ feet draught.

The question of submarine signaling is receiving increased attention not only in the United States and England but also on the Continent. At both Cherbourg and Boulogne there are private submarine bells. Then from the Sandette Lightship, on the French Coast, right away up to the Elbe there is a string of lightships all able to transmit submarine bell warnings. The responsible coast lighting authorities are now considering the advisability of installing similar bells on the North Coast of Germany, and on the South Coasts of Sweden and Denmark.

The Newport News Shipbuilding Company recently laid the keels for two tugs for the Lackawanna Railroad and also for the derelict destroyer which is to be built at that yard for the revenue cutter service. These vessels will cost nearly \$400,000, and will be completed early in 1908. Preparations are also being made at the yard for laying the keel of the 20,000-ton battleship "Delaware," and in the near future the keels for a suction dredge for the Columbia River, two dredges and six steel dump barges for the Isthmian Canal Commission will be laid.

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Pacific Coast Marine.

The Bellingham Bay Lumber Company has chartered the schooner *Polaris*, 717 tons, now on Puget Sound, to convey lumber thence to Antofagasta.

The bark *Isaac Reed*, which was in the Alaska salmon trade last season, left Newcastle, Australia, December 18 with a cargo of coal for San Francisco.

President Roosevelt has indicated that he would set aside Wood River in Alaska for salmon propagation. The order will prohibit salmon fishing in this river.

The British ship *Rajore*, which left Astoria for Queenstown December 7 returned to Astoria on December 16. The cargo of the *Rajore* shifted during a gale and her steering gear was disabled.

A telegram received from Mobeal, Alaska, conveys the information that the schooner *Fawn*, bound from Tampa for Mobeal, had gone ashore near East Pass on December 17. Nothing has been heard concerning the crew of the schooner.

United States Local Inspectors Bolles and Bulger, by a decision handed down on December 18, exonerated the officers of the gasoline schooner *Sotoyome* from blame in connection with the burning of that vessel off Humboldt bar December 7.

Officials of the Cunard Line, when questioned regarding the report from Vancouver that the Canadian Pacific Railway Company had purchased the steamers *Etruria* and *Umbria* to use in the Pacific, replied that neither vessel had been sold.

The schooner *Willis A. Holden*, bound to Shanghai from South Bend was picked up off Cape Flattery on December 12 by the steamer *Charles Nelson* and towed to Port Angeles with her deck load shifted and her rudder carried away.

Captain Johnson of the schooner *Albert Meyer* reports to the branch hydrographic office at Port Townsend, Wash., that on December 7, in latitude north 48 degrees 20 minutes, longitude west 124 degrees 05 minutes, he sighted part of a vessel's deck, containing a small hatchway with coamings attached.

Captain Carter, U. S. N., in command of the United States steamer *Iroquois* at Honolulu has lately been presented with a very handsome silver cup by Manager Schwerin of the Pacific Mail Steamship Company, in recognition of his services and those of the *Iroquois* at the time the *Manchuria* went on Waimanalo reef August 20, 1906.

The *Soyo Maru*, *Buyo Maru* and *Joyo Maru* are the names of three vessels which General Manager W. H. Avery of the Toyo Kisen Kaisha proceeded to London to take over on behalf of the company. These vessels are to be used as oil carriers in the trade between this Coast and Japan. It will be a considerable time before they arrive here.

It is reported that the British cruiser *Shearwater* may be ordered to the South American coast from Esquimalt to search islands off Chile for possible survivors of the crew of the missing Liverpool ship *Silberhorn*, which was reported having burned at sea August 23, about ninety miles off the Chilean coast. There are slight hopes that survivors may have reached islands off Chile.

The steam schooner *Nushagak*, which arrived at San Francisco, on December 19, from Karluk with the rescued crew from the wrecked *Servia* on board, brought down 4000 cases of salmon. The balance of the season's catch, amounting to 20,000 cases, was left at the cannery at Karluk. Captain Larsen reports having met with rough weather on the journey north. She occupied ten days on the journey down.

The schooner *Soquel*, bound from San Pedro to Port Townsend, put into San Francisco in distress, on December 14. Captain Henningsen of the *Soquel* reports that on December 8, when sixty miles west of Cape Mendocino, the rudder of the schooner was carried away by a heavy sea. An attempt to reach Eureka in the southeast gale which was blowing failed, and the vessel by light sail was steered in to San Francisco.

Captain George Johnson of the American schooner *Mary E. Foster* has just received the details of the death of his brother, Captain Andrew Johnson of the bark *Prussia*, which was lost at Staten Island while attempting to round Cape Horn. When the wreck was first reported it was supposed that all on board had perished. It turns out now that eleven of the crew were saved after forty-three days of incredible privations and hardships.

Mayor Taylor extended the good wishes of San Francisco to Rear-Admiral Evans, his officers and men, in the following telegram: "Admiral Robley D. Evans, Commander in Chief of the Atlantic Fleet, care of the Navy Department, Washington, D. C.—The City of San Francisco wishes you a safe voyage, and will give your officers and men a hearty welcome when they come." (Signed)—Edward Robeson Taylor, Mayor of San Francisco.

Reports from London state that Great Britain has decided to establish a new naval squadron in the Pacific. The squadron will be composed of the present fourth cruiser squadron and six

cruisers of the county class, so called because the vessels are named after the counties of Great Britain. The squadron, which will be called the Pacific North American squadron, will, it is expected, have its base at Esquimalt. The scheme will become effective in May, 1908.

For discord in the engineer's department of the tanker *Santa Maria*, the inattention of the engineers to their duties and their failure to report the condition of the boilers to the proper authorities, these officers have had their licenses suspended for a period of thirty days by a decision of the Local Board of Steamboat Inspectors, rendered on December 18. This includes Chief Engineer Jeremiah Regan, First Assistant Harry Hayward, Second Assistant Herbert E. Wallis and Third Assistant William McGilliway.

Representatives Kahn and Hayes called on General Mackenzie, chief of engineers, regarding the visit by the United States Board of Engineers for Rivers and Harbors of California to inspect the San Joaquin and Sacramento Rivers with respect to improvements recommended by the district engineer. Although General Mackenzie will retire in May and be succeeded by Colonel Leach, he said that undoubtedly the board would make the trip, as requested by the commercial bodies in California, and that they would probably go next summer.

Following is the reinsurance list, as posted at San Francisco, on December 21: British ship *Alacrita*, out 139 days from Delagoa Bay, for Hongkong, 25 per cent; French bark *Bougainville*, out 189 days from Swansea, for San Francisco, 10 per cent; Japanese steamer *Goto Maru*, out 43 days from Hakodate, for San Francisco, 40 per cent; British bark *Castor*, out 98 days from Valparaiso, for Portland, Ore., 10 per cent; German ship *R. C. Rickmers*, out 55 days from Sydney, for San Francisco, 10 per cent; American ship *Shenandoah*, out 78 days from Melbourne, for San Francisco, 10 per cent; American ship *Atlas*, out 117 days from Rio de Janeiro, for San Francisco, 10 per cent.

The French bark *Amiral de Cornulier*, 1740 tons, now at San Diego, has been chartered at 27s 6d to carry wheat from Portland to the United Kingdom, Havre, Antwerp or Dunkirk. Prior to her arrival at Puget Sound, Balfour, Guthrie & Company, chartered the British ship *Earl of Dunmore*, 2205 tons, to carry wheat from the Sound to England or Europe. The German steamer *Germanicus*, 3177 tons, has been chartered from Sydney at 27s 6d to carry lumber from Puget Sound to Sydney. Jebson & Ostrander chartered the German steamer *Marcellus*, prior to her arrival here after a rough voyage from Japan. The *Marcellus* is secured on a time charter to convey merchandise from Puget Sound to Kobe, Dalny and Vladivostok, with delivery Seattle and re-delivery Vladivostok. The French ship *Ville de Mulhouse*, 2429 tons, was chartered prior to her arrival at Portland at 27s 6d to take wheat thence to the United Kingdom, Havre, Antwerp or Dunkirk.

The California Fish Commissioners are in receipt of the most gratifying reports from the egg collection stations of the Federal Bureau of Fisheries on Battle Creek, Mill Creek and Baird, on the McCloud River. At Baird about 14,000,000 salmon eggs were taken for the summer run, the largest on record, and nearly four times as large as the largest taken ten years ago. For the season, thus far, more than 75,000,000 eggs have been taken, and the total is likely to reach 90,000,000. The apprehension felt by people that the change in the salmon law extending the open season one week, would be injurious proved groundless, and it is now believed that the number of salmon would have been even larger than it was had the usual early fall rains not failed this year. The early November rains attract the fish from the Sacramento River to the smaller streams. Without those rains the fish remain in the larger bodies of water, where the temperature is lower, and deposit their eggs on the gravel beds of the main river.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

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Branch:

BALTIMORE, Md., 502 East Pratt St.

INLAND SEAMEN'S UNION.

Headquarters:

WHITEHALL, N. Y.

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CLEVELAND, Ohio, 81 Main St.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, O., 719 Summit St.
NORTH TONAWANDA, N. Y., 152 Main St.

Agencies.

DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 North Third St.
ASHLAND, Wis., 515 East Second St.
BAY CITY, Mich., 108 Third St.
FT. WILLIAM, Ont., Canada, Box 235.
KINGSTON, Ont., Canada (Box 96), King St.

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MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, Ohio, 1185 River Ave., N. W.
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CONNEAUT, Ohio, 995 Day St.
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SOUTH CHICAGO, Ill., 83 Ninety-second St.
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CHICAGO, Ill., 22 Fifth Ave. Tel. Main 3637.
MILWAUKEE, Wis., 417 Florida St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail, - \$2.00 | Six months, - - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 25, 1907.

SHIPS OR MEN?

It is generally admitted that sea power has always proved the determining factor in the history of nations. But the question—"What constitutes sea power or naval strength?"—is evidently still debatable. The subject matter is ably dealt with in a recent issue of the Scientific American. That publication contains a very significant diagram, showing at a glance the comparative strength of the leading naval powers in ships and enlisted men.

The figures upon which the diagram is based, are as follows:

- Naval strength based upon ships:
 1. England, 1,663,116 tons.
 2. United States, 611,616 tons.
 3. France, 609,079 tons.
 4. Germany, 529,032 tons.
 5. Japan, 374,701 tons.
- Naval strength based upon enlisted men:
 1. England, 98,973 men.
 2. France, 51,926 men.
 3. Germany, 42,400 men.
 4. Japan, 41,070 men.
 5. United States, 34,062 men.

It will be seen that while the United States stands second on the list as far as tonnage is concerned we stand last on the list giving the totals of enlisted men. The Scientific American, in commenting upon the figures quoted, points to the rather peculiar methods which have been adopted by the experts who make up estimates of naval strength. It appears that in preparing estimates no account whatever is taken of the personnel of the respective navies. Yet, it is an obvious fact, pointed to on numerous occasions in these columns, that ships and guns alone have never won a battle. We are pleased to note that our before-mentioned contemporary has similar views upon the subject, which are reprinted herewith, in part:

It is not so much the gun as the man behind the gun that determines the issue. It is not so much the cruising radius of the ships, or the judicious emplacement of their batteries, or their handy maneuvering qualities, that determine the issues of a campaign, as it is the efficiency, prudence, dash and all-round genius of the officers who fight the ships. Moreover, in order to get the best results out of a fleet, not only must the personnel be of the highest efficiency, but it must be sufficiently adequate in numbers; for modern wars have shown that, in the wear and tear of a bitterly-fought conflict, there is nothing that calls for a larger reserve than the personnel, both officers and men.

ing that calls for a larger reserve than the personnel, both officers and men.

We have every reason to believe that the personnel of our navy is, as a whole, second to none in efficiency. But is the personnel of our navy sufficiently adequate and have we a large enough reserve of seamen to fill out the gaps which will be made in the ranks of our regular force in time of war? The answer to this question is not encouraging. According to the most recent available data, the total authorized strength of our navy is about 37,000 men. Yet there are only 34,062 men enlisted. Thus, our navy is short about 3000 men. It may be that a shortage of 3000 men in the authorized strength of our navy has no particular significance in times of peace. But the matter becomes of paramount importance when we consider the deplorable state of our merchant marine and our ever dwindling seafaring population. During all prolonged naval wars, including our Civil War, recruits were drawn from the merchant service. And experts and laymen must admit that when it becomes a vital necessity to quickly secure experienced seamen, we must look for them again among our seafaring people. If our seafaring population has dwindled, through misuse and ill-treatment, to such an extent that it will be impossible to obtain the required number of real seamen from that source, we will be compelled to recruit landsmen for our warships. This brings us back to our contemporary's remark that "modern wars have shown that, in the wear and tear of a bitterly fought conflict, there is nothing that calls for a larger reserve than the personnel."

It has often been said in these columns, and it will in all probability be said again, that a supply of native-born seamen could never and will never be procured by some hurry-up process. And, although the question has been brought to public notice quite frequently of late, no real effort has been made to re-create a native seafaring population. A country which protects the humblest laborer on shore from coolie and contract labor competition, while it forces its seamen to compete with all, can not expect much in return from its seamen. This is not a theory, but a condition which requires more than passing attention. It is a condition which requires, not talk, but action, the sooner the better.

The JOURNAL is in receipt of a circular letter issued by the Citizens' Alliance of San Francisco. The reorganizers of the Alliance hope to gain new members by advertising the withdrawal of Herbert George from the concern, and adding that he is no longer connected, either directly or indirectly, with the Alliance. An invitation is extended to every "fair-minded, honest, upright" citizen of San Francisco to join. Really, it is amusing to note how serious these "open-shop" advocates take themselves. Fortunately, no one else does. There are still with us too many victims of the little schemes of "Herb." George and his associates. But then, the reorganizers of the Alliance are "shrewd business men"; they know that "there is a sucker born every minute!"

The JOURNAL extends to its readers the compliments of the season.

THE RIGHT TO LABOR.

The subsidized weekly journals of the "house of have," who usually devote the greater part of their space to the doings of "society" and "gossip pertaining to our wealthy classes," never miss an opportunity to harangue upon the "right of man to labor, when, where and for whom he pleases." Of course, every sane person knows that legally a man has the right to labor for his board and lodging or less, when, where and for whom he pleases. From any other point of view a man has no right to work for less than what is considered reasonably sufficient to maintain a decent standard of living for himself and those dependent upon him. During recent years a great deal has been said and printed about certain "unwritten law" in connection with shooting scrapes among our debauched wealthy classes. Now, we believe that if there is an unwritten law for the benefit of wealthy idlers, there is another unwritten law which makes it a crime against humanity, our present civilization and succeeding generations, to deliberately defeat the attempts of the toilers to maintain their own and their families' standard of living.

A certain cheap-labor employment agency in San Francisco has above its doors a sign which reads: "The right to labor is the right to live." This is another truism. We all have the right to labor, but just at present there are thousands of men and women out of employment who find little consolation in the right which they have to labor and the right which they have to exist! Surely, the right to labor is a divine right, but the hired scribblers of our society weeklies who constantly prate about it should turn over a leaf and discuss "the right of labor to starve."

Washington, D. C., December 18.—After hearing arguments on various points in the case Justice Ashley M. Gould today signed the decree temporarily restraining and enjoining the American Federation of Labor, its officers and all others from interfering with the business of the Buck Stove and Range Company, and from declaring and threatening any boycott against it.

Readers of the JOURNAL who contemplate purchasing a stove will please note the foregoing press dispatch. A learned judge has declared that no one must declare or threaten a boycott against the non-union Buck Stove and Range Company. We still have the privilege to buy our stove wherever we please, and presumably we still have the right to inform our friends and neighbors that there are all kinds of good union-made stoves in the market.

Announcement of the American Federation of Labor that it wants absolute exclusion of all Orientals is no more surprising than a demand on the part of a Japanese society that its people be given all the privileges of the country.—Honolulu Evening Bulletin.

Indeed, it is not surprising. Nor would it be very much of a surprise if the Japanese population of the Hawaiian Territory should call upon their illustrious Mikado to annex the Hawaiian Islands and make them part of the Flowery Kingdom.

Our seafaring readers are urged to read the Seamen's convention proceedings, published in this and last week's issues, and thus familiarize themselves with our international movement.

Demand the union label on all products.

SEAMEN'S CONVENTION.

(Continued from Page 2.)

Moved that the report be printed in full; carried.

On matter of controversy between Seamen and Longshoremen, recommended that that part of the report be printed in the proceedings; concurred in.

No. 29, By H. P. Griffin and Ed. Rosenberg: Whereas, It has been found necessary to procure committee-rooms separate from the Convention hall, as a hall with the necessary committee-rooms attached could not be procured, be it hereby

Resolved, That \$3.50 be voted from the funds of the I. S. U. of A. for the use of such rooms as are found necessary by the committees of this Convention.

Committee recommends non-concurrence; recommendation adopted.

No. 4, By J. Leonard Norkgauer:

Whereas, The Convention of the I. S. U. of A., held at San Francisco in 1904, adopted a resolution that neither the Sailors nor Firemen's unions of the Pacific shall enter into any agreement with any steamship company or other shipping firm, except the Marine Cooks and Stewards' Association were included; and

Whereas, The Seattle branches of the Sailors and Firemen's unions entered into an agreement last spring with the Black Line Steamship Company, of Seattle, without considering the Marine Cooks and Stewards' branch of Seattle; therefore be it

Resolved, That this Convention considers such action unwarranted and entirely out of place; and be it further

Resolved, That this Convention stand by its original resolution that neither the Sailors nor the Firemen's union of the Pacific shall enter into any agreement, except the Marine Cooks and Stewards of the Pacific shall be included.

Committee recommends concurrence; adopted.

EIGHTH DAY.

Roll called and minutes of previous session approved.

Committee on Resolutions reported as follows: No. 21, By I. N. Hylen and Ed. Rosenberg:

Whereas, The fish-wheels in the Columbia River are destroying the salmon of the Columbia, thus jeopardizing the living of four thousand gill-net fishermen, and of other six thousand men and women engaged in the salmon industry of the Columbia; and

Whereas, For twenty years the fishermen of the Columbia and public-spirited citizens of Oregon and Washington have failed in their efforts to secure laws against fish-wheels from the legislatures of the two States interested; and

Whereas, In the State of Oregon under the Initiative and Referendum laws the voters of the State can legislate independently of the Legislature; and

Whereas, Through the efforts of the United Fishermen of the Pacific, men who are recognized leaders of the bench, of labor, of business, and of the professions of the State of Oregon, have been secured to lend their aid in the preservation of the salmon of the Columbia, these men being organized into the Columbia River Salmon Protective Association, for the purpose of submitting to the voters of Oregon at the general election of June 6, 1908, the question of stopping fishing for salmon for commercial purposes at a line drawn across the Columbia from Vancouver, Wash.; and

Whereas, This proposed law contemplates the abolition of property worth about \$500,000, this abolition being, however, necessary to save property worth about \$10,000,000 and the calling of about 10,000 workers; and

Whereas, A bitter fight on the part of the fish-wheel owners is promised to save their unjust monopoly; and

Whereas, The expenses to properly present to the voters of Oregon the issues involved in the fish-wheel question are estimated at \$7,000; therefore be it

Resolved, By the twelfth annual convention of the I. S. U. of A. that \$500 be and are hereby appropriated, to be paid to the United Fishermen of the Pacific, with the instructions that this amount be turned over in whole to the Columbia River Salmon Protective Association as soon as such Association has properly incorporated under the laws of the State of Oregon. Committee recommends concurrence; adopted.

No. 30, By W. Macarthur:

Whereas, The continued influx of Japanese immigration, despite the so-called restriction measures, constitutes a grave menace to the racial and economic interests of the American people and to the peace of the respective nations; therefore be it

Resolved, By the International Seamen's Union of America, in twelfth annual convention assembled, that we demand of the Congress of the United States the passage of a law which shall extend the provisions of the Chinese Exclusion Act, so as to exclude from the United States and all territory under its control all Japanese other than the members of those classes excepted by the terms of the Chinese Exclusion Act.

Committee recommends concurrence; adopted.

No. 31, By W. Macarthur:

Whereas, The International Seamen's Union of America recognizes in the union label a power-

ful means of assisting other crafts; therefore be it

Resolved, That this convention hereby renews its appeal to the membership at large that they insist upon securing union-label goods when making purchases of any kind.

Committee recommends concurrence; adopted.

Report of the committee was adopted as a whole.

Committee on Legislation reported, as follows:

No. 6, By Wm. Robertson and Chris Johnson:

Whereas, There has been adopted in the last session of the British Parliament certain legislation referring to seamen; and

Whereas, Representative Spight, of Mississippi, and Representative Sulzer, of New York, did introduce in the last Congress bills, respectively H. R. 17724, to amend the laws relative to American seamen, etc., and H. R. 21196, to regulate commerce with foreign nations, etc.; therefore be it

Resolved, That these laws and bills be referred to the Legislative Committee, with instructions to report thereon.

Committee recommends that no action be taken, as the resolution is simply one to enable the committee to consider certain matters; accepted.

Your Committee on Legislation respectfully report as follows:

Regarding British legislation which has been referred to us, we desire to congratulate the British seamen and other trade unionists, as well as the other people of that country, upon the many and important improvements in the maritime law enacted by the last Parliament. Among those of special note is the extension of the application of the load line, the adoption of a wholesome scale of provisions, the enlargement of forecastle space, the adoption of a standard of efficiency, as applied to able seamen, and the prohibition, qualified though it be, of the engagement of seamen who do not possess sufficient knowledge to understand orders given on shipboard.

Another very important and necessary law was enacted, namely, to extend the employers' liability law to seamen. There are several of these excellent provisions which we shall not mention. We desire to express our regret that compulsory labor in safe harbors, the reclamation of deserts, the abolition of advance, and a proper manning scale have so far not become law.

We are aware that these were matters of recommendation from the Reed Commission in 1894, based upon the most searching inquiry ever made into the working condition on board ship.

We are informed that such of the British officials, and all other public men as from their position have been compelled or induced to inquire into the causes of the decreasing number of British-born seamen, and the results which may flow therefrom, realize that, if not for the sake of the seamen, then for the welfare of the British nation, all discrimination against the seaman must cease and their condition be so improved as to again induce boys and men from the British Isles to go to sea in sufficient numbers to make it possible out of that number to re-man the British navy in time of danger. Your committee can only express the hope that such action may be taken at the earliest possible date, in order that the seamen now living may reap some of the benefits thereof.

Report adopted.

Regarding the bill which in last Congress was H. R. 21196, introduced by the Hon. Mr. Sulzer, of New York, your committee has carefully read and examined the same, and desires to report that it is, in substance, a subsidy bill; that it is premised upon the need which this nation has for vessels which can be used as auxiliaries by the navy, and of seamen available and subject to draft by order of the President in time of war.

The position which our organization has up to the present taken is, that the American boy has ceased to go to sea, because the sea does not give to those who follow it for a living what has been defined as a living wage, namely, sufficient upon which to live, raise a family and lay some little by for old age or accident, such living to be in accordance with the class in society to which the worker in question is deemed to belong.

We find nothing in this bill which will in any way lighten the burdens of or remove the discrimination against the seamen, and therefore we are satisfied that it would prove ineffective to accomplish the purpose sought, and dealing with it purely as seamen, from seamen's point of view, we hereby protest against its enactment into law.

We further desire to reinforce the action taken at our last convention dealing with subsidy legislation.

Regarding Resolution No. 13, your committee has already favorably dealt with the subject.

Report adopted.

No. 13, By the Atlantic Coast Seamen's delegation:

Whereas, A bill commonly known as the Ship Subsidy bill has been already presented to several sessions of the United States Congress, but has not as yet been passed; and

Whereas, Said proposed bill contained provisions compelling involuntary servitude on the part of American seamen, and was apparently designed principally for the purpose of using the American seamen as pack-mules to carry the plunder from the United States treasury for the benefit of private interests;

Resolved, That this twelfth annual convention of the I. S. U. of A., composed of delegates from the Eastern, Southern and Western coasts

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 23, 1907.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Ericksen presiding. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to eight members, late crew of the bark Servia. Balloting for officers and delegates to the Convention of the California State Federation of Labor was proceeded with. The delegates to the recent conventions of the International Seamen's Union and the American Federation of Labor submitted their reports.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Dec. 16, 1907.

Shipping dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Dec. 16, 1907.

Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 16, 1907.

Shipping medium; prospects uncertain.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Dec. 16, 1907.

Shipping and prospects medium.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Dec. 16, 1907.

Shipping dull.

JOHN MATHIESON, Agent pro tem.
51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 15, 1907.

No meeting; no quorum; shipping and prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 16, 1907.

Shipping and prospects dull.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Dec. 2, 1907.

Shipping and prospects medium.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 19, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Fred Brooks in the chair. Secretary reported shipping dull. Balloting for officers was proceeded with.

EUGENE STEIDLE, Secretary.

Seattle Agency, Dec. 12, 1907.

Shipping medium; plenty of men ashore.

ARTHUR KNOWLES, Agent pro tem.

San Pedro Agency, Dec. 12, 1907.

No meeting; shipping poor.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Ill., Dec. 16, 1907.

Navigation closed.

WM. PENJE, Secretary.

143 West Madison St.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 17, 1907.

Shipping medium.

WM. FRAZIER, Secretary.

1½ A Lewis St.

DIED.

C. W. Broen, No. 720, a native of Norway, aged 57, died at San Francisco, on Dec. 23, 1907.

Gustaf E. Hedlund, No. 1726, a native of Sweden, aged 37; drowned in Alaska on Nov. 13, 1907.

Leopold Louis Hoaran, No. 1777, a native of France, aged 23, drowned in Alaska on Nov. 13, 1907.

Finne Olaf Hansen, No. 615, a native of Norway, aged 24, drowned in Alaska on Nov. 13, 1907.

Joseph Grillish, No. 660, a native of Ireland, aged 30, killed at Katalla, Alaska, Nov. 30, 1907.

Adolf Bohn, No. 1408, a native of Germany, aged 33, died at Aberdeen, Wash., Dec. 18, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

THE CHICAGO CONVENTION.

The most important convention ever held by seamen in the known world, the Twelfth Annual Convention of the International Seamen's Union of America, has just come to a close in the city of Chicago.

At this convention were representatives of about all of the organized seamen of the United States, and for the first time in the history of the organization, the delegates of the Marine Firemen, Oilers and Watertenders of the Great Lakes were present.

The action of the Executive Board of the International in granting a charter to the harbor boatmen of New York was sustained, and the line of jurisdiction between them and the Atlantic Coast Marine Firemen was drawn satisfactorily to both parties.

This convention decided to continue the work of organizing the Atlantic Coast, and all organizations from that district report good progress. Organizing that coast, the dumping ground of Europe, is a gigantic undertaking, and we of the Lakes cannot render too much aid and encouragement to the loyal men who are fighting so gallantly there, to remove that menace to the Lake District, the unorganized deep water sailor; he is the black cloud which hangs threateningly over the Lake District, and we will never be safe until he is organized. All power to our comrades on the Atlantic Coast, who are engaged in this great work. This convention unanimously endorsed the Spight bill, a bill to amend the laws governing American seamen, and also unanimously condemned the Sulzer bill, as being calculated to forge new chains for the seamen. Both bills will be printed in the proceedings, which will be ready for your perusal some time in January.

Comrade Andrew Furuseth was unanimously elected delegate to the convention of the International Transport Workers' Federation to be held in Vienna, Austria, in June, 1908, and as a measure looking to the organization of seamen all over the world, thus rendering great help toward organizing the Atlantic Coast. Mr. Furuseth is instructed to visit the various seamen's unions of Europe, and urge upon them the necessity of organization. It is estimated that about two months will be consumed in this educational work and great results are hoped therefrom. A great work was thus undertaken by the International Seamen's Union of America, the organization of the seamen of the world. When this is accomplished no fear need be felt from the man who leaves a deep water vessel on our coast, as he cannot be used as a strikebreaker, because he will also be a union man, as a great number of them are at present. Mr. Furuseth will also attend the convention of the British Trade Union Congress as a delegate from the American Federation of Labor, and will then return home.

W. H. J.

Autogenous welding is successfully applied by Robert Hopfeldt, a German electrician, to the soldering of aluminium wires, a direct union of aluminium with aluminium being readily obtained.

DETROIT A COAL PORT.

Direct communication between Detroit and the Pomeroy coal productive territory in Ohio, was announced by President Eugene Zimmerman of the Detroit, Toledo & Ironton railway on December 10.

"We shall build docks on our river frontage below the Solvay Process Co. plant immediately, making this city a great port for both coal and iron ore," said Mr. Zimmerman. "In the spring we shall begin the construction of twenty-five miles of line, reaching into these coal fields. They are among the richest in Ohio, and hitherto have been undeveloped. The product is a fine grade of steam and domestic coal. With the only line connecting Detroit directly with the coal fields, we shall bring this port into prominence as a shipping point.

"Not only this, but we shall take iron ore from the great northern fields, and distribute along our line, where there are nineteen furnaces, the consumption of which is more than 1,000,000 tons a year. It is probable that our line will supply coal for the new steel plant across the river also."

RECEIPTS ARE HEAVY.

The receipts and shipments of grain at and from the head of the lakes for the week ended Dec. 7, were as follows:

	Receipts.	Shipments
Wheat	3,193,307	5,680,038
Oats	94,090	616,242
Rye	20,440	33,925
Barley	53,258	631,279
Flax	1,021,278	1,650,064

Shipped but not reported:

Wheat	595,000
Oats	116,000
Rye	19,347

The grain in the above table noted as "shipped but not reported" was loaded at elevators that have not had time to report to the secretary's office at the Board of Trade, and are not yet deducted from the stocks held.

There is plenty of room in the elevators at the head of the lakes and no necessity at present to hold any grain during the winter in boats.

Experts in the iron ore and coal trade on the Great Lakes report that the movement for the season of 1907 will have been the greatest in the history of the Lakes. There was no cessation of traffic during the last month or two, notwithstanding the financial flurry. This year the amount of iron ore brought down the lakes doubtless will total 41,500,000 tons. To this will be added 1,000,000 tons of ore hauled by rail. Last year the traffic in ore was 38,500,000 tons, showing an increase of 4,000,000 tons for 1907, or between 400 and 500 more boat loads. This year 17,500,000 tons of coal will have been shipped up the lakes, an increase of 2,500,000 tons over 1906.

Between January 1 and November 1 the fire loss of the United States was \$180,765,300, compared with \$424,460,200 in the same ten months of 1906.

THOS. W. LAWSON WRECKED.

The seven-masted schooner Thos. W. Lawson was wrecked in Broad Sound, off the Scilly Islands on the night of Dec. 13, Friday. So far as is known only one man of her crew escaped. Three dead bodies have been found off Annet Island. It is reported that the vessel was lying at anchor, and turned turtle in the heavy sea. The sole survivor has been landed at St. Agnes by the life saving crew, but at this writing he is yet unconscious. The Thomas W. Lawson had a crew of sixteen men. The boat was the first seven-masted schooner afloat, and was capable of averaging 12 knots an hour. It was built and launched July 10, 1901, by the Fore River Ship and Engine Company of Quincy, Mass. The vessel measured 480 feet over all and 368 feet at the water line. Its breadth was 50 feet and it drew 26 feet of water. The boat had a cargo capacity of 8,100 tons and its displacement when fully loaded was 10,000. The vessel carried 43,000 square feet of canvas, which was attached to steel constructed masts weighing about twenty tons each. It was equipped with six engines used in the handling of the boat's enormous anchors and sails. To Capt. J. G. Crowley is due the honor of the construction. He built prior to the construction of the Thomas W. Lawson the John B. Prescott, a five-master, and the George W. Wells, which carried six masts.

LAKES NOTES.

Three plates were dented, one frame was broken and the fender streak was smashed on the steamer Samuel Mitchell when she was struck by the steamer Manistee, according to a wreck report filed at Milwaukee.

Congressman Hamilton is busy in Washington trying to prevent the carrying out of the recommendation of Commander Orchard for the removal of the old beacon light at St. Joseph, Mich. He has a large number of letters from lake captains asking that the light be undisturbed.

Orders have been made by Judge Swan of Detroit for the sale of the steamers Saginaw and Douglas and the barge Pomeroy. The Saginaw and Pomeroy are at Marine City and will be sold at Port Huron Saturday, Dec. 21, by Deputy Marshal Maines. The Douglass will be sold at Detroit.

Capt. Thomas Dixon Walker, formerly in command of the revenue cutter Tuscarora, died at his home in Brooklyn, N. Y. He was well known on the Lakes and was succeeded in command of the Tuscarora about a year ago by Capt. Preston Uberoth. Capt. Walker had been actively identified with the navy for many years.

It is stated that the late Duke of Pless left personal property to the value of £4,150,000. In his will he left nothing to his servants, with the single exception of his valet, in whose arms he died.

AUSTRALIAN NOTES.

(For the COAST SEAMEN'S JOURNAL.)

The conditions in Australia are still improving. Welcome rain came at an opportune time as everyone was in fear of a drought. Prospects are bright in the camp of the workers. Better conditions have been obtained for the seamen, and for the longshoremen, who have received an increase of four cents per hour in overtime rates in the interstate and local trade. There are only three companies who do not pay the extras but a conference will take place shortly with them and delegates from the Union, and the prospects are that the three local companies will fall in line. The Coal Lumpers have also been successful in ousting the non-unionists from the work previously done by the Unionists. The Cutters, a society connected with the Tailors' Union, have had several improvements granted in their working conditions. The Timber Yard and Saw Mill Workers' Union are entering into negotiations for improvements through a conference, as they rightly claim that since the award from the court was made that the cost of living has gone up considerably, and as the tariff has given the mill owners more profits, the workers are entitled to some consideration. The miners at Newcastle, N. S. W., about sixty miles from Sydney, have just returned to work through the intervention of the Premier, Mr. Wade, after being out one week or so. In my opinion it has been the best conducted affair for the last twenty years. Newcastle was full of ships waiting for coal and this being the busy season in Australia an enormous amount of tonnage was in the various ports on the coast, no coal stored up anywhere. One more week or so with the miners out there would have been a coal famine, although the mines to the southward were at work and it only meant the request to be made by the northerners and southerners would be with them. So it can be seen that such a calamity to the country had to be considered. Then the Premier, with the assistance of Labor M. P.'s stepped into the breach and through such intervention the crisis was overcome, too much cannot be said in praise of such men, and all trade unionists ought to thank them for their efforts. More especially when it is publicly known that one free labor agency offered 1000 non-unionists to go to work in place of those who were on strike, and when it is remembered that the custom has been in the past to allow the workers to remain on strike and the employers to be supplied with Gatling guns while the free laborites have been reaping the benefits that the strikers have obtained, and for which they have never given a helping hand.

The peculiar position in which we are now placed is that the Premier is, so to speak, the man responsible for the Arbitration Act in its present form, so that it is now up to him to administer that act as it should be. The annual election for the official positions in the Seamen's Union is now on, with a large crowd of candidates for the various jobs and it is to be hoped that the best men will be returned. Work on the water front is brisk, with plenty of shipping coastwise and deep sea, although many of the crews of the coasters were discharged last week on account of the miners' strike,

but are in commission again now the trouble is over. Just imagine, it is now seven years since it was decided to have a federal capital in New South Wales, and it is not here yet. Did you see one astray over your way, or would you be kind enough to let us have the loan of Sacramento as a pattern, or send along a few American politicians? We might manage with them. With the compliments of the season to the Sailors' and Firemen's Unions.

Yours fraternally,

COMMODORE.

Sydney, N. S. W., November 11, 1907.

SMOKELESS COAL IN ENGLAND.

A London inventor claims to have discovered a process for producing smokeless coal, apparently by distillation of coal at a low temperature. This, after filtration, is said to deposit a very brilliant substance, the heating properties of which are far greater than those of the original coal and which is absolutely free from smoke and dirt. The inventor contends that efforts to overcome the smoke plague have hitherto been unsuccessful because they have been made in the wrong direction, and that by the extraction of the smoke-producing material in the coal before being burned he has been successful in producing a smokeless coal. Sir W. B. Richmond, president of the Society for the Prevention of Smoke, has bought up this invention.

Glasgow was visited by great darkness at noon the other day. Street lamps were lighted and shops had to switch on the electric light. The darkness was as black as night.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis. Manltowoc, Wis.
Ashtabula Harbor, O. Marquette, Mich.
Buffalo, N. Y. Milwaukee, Wis.
Duluth, Minn. Saginaw, Mich.
Escanaba, Mich. Sandusky, O.
Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Tobacco—American and Continental Tobacco Companies.
Whiskey—Finch Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.
General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Plano Company, Brooklyn, N. Y.; Krell Plano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).
Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurburg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company, and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

SEAMEN'S CONVENTION.

(Continued from Page 7.)

and from the Great Lakes of the United States, goes on record as unalterably opposed to any Ship Subsidy bill containing such provisions.

Committee reports having already dealt favorably with the matter, and therefore deems further action unnecessary; adopted.

Regarding the bill to amend the laws relating to American seamen, etc., introduced by Hon. Mr. Spight, of Mississippi, in the last Congress, and there known as H. R. 17224, we desire to report that, with the exception of the section to repeal so much of treaties or conventions as provides for arrest and return of seamen by foreign nations, it is the same bill passed upon and indorsed by our last convention, Boston, 1906. We recommend that the addition be indorsed, and that the thanks of this convention and all American seamen be tendered the Hon. Mr. Spight of Mississippi.

We hope that the bill may be re-introduced in this the sixtieth Congress, and that before its final adjournment it shall have become the law.

Report adopted and Spight bill will be incorporated in the proceedings.

No. 14, By the Atlantic Coast Seamen's delegation:

Whereas, A bill aiming to better the condition of seafaring men, and commonly known as the Spight bill, has been before two successive Congresses, but has not been passed; therefore be it

Resolved, That the Legislative Committee of the I. S. U. of A. be instructed to use their best endeavors to have the said bill introduced before the next session of Congress.

Committee recommends concurrence; adopted.

No. 5, By Wm. Shaw and Wm. H. Jenkins:

Whereas, Some of the smaller steamers on the Great Lakes, particularly the wooden steamers, are indifferently or not at all provided with life-saving apparatus, allowable through the lax inspection of Government inspectors in many instances; therefore be it

Resolved, That the twelfth annual convention of the I. S. U. of A. request that our Legislative Committee call the attention of the Supervising Inspector General to the indifferent inspection often given these vessels.

Committee recommends concurrence; adopted.

No. 23, By George Hanson and Thomas Lester:

Whereas, There is not now on the statutes of the United States a law to prohibit masters of vessels from going to sea before hatches are properly battened and the vessel put into seaworthy condition; therefore

Resolved, That our Legislative Committee at Washington be instructed to use its best endeavor to persuade Congress to enact such laws as will prevent careless masters from needlessly risking the lives of their crews.

Committee recommends concurrence; adopted.

No. 9, By Wm. Robertson:

Whereas, The laws still permit the towing on the ocean and lakes of long strings of barges neither of which are furnished with sufficient motive power or crews to take care of themselves when, under stress of weather, it becomes necessary to cut them loose from the steamer towing them; and

Whereas, Hundreds of lives are yearly lost in this way and a large amount of property destroyed; and

Whereas, Properly equipped and manned vessels cannot compete; and

Whereas, The I. S. U. of A. has repeatedly petitioned Congress to enact such legislation as shall abolish such evils; therefore

Resolved, That we renew our petition for legislation which shall prohibit the continued heartless sacrifice of life and property.

Committee recommends concurrence; adopted.

No. 17, By I. N. Hylen and Ed. Rosenberg:

Whereas, Great destruction of valuable food fishes in the waters of Alaska is caused by the use of food fishes for the manufacture of fertilizer; and

Whereas, Canada, realizing the criminal economic waste involved in such use of food fishes, has already passed laws prohibiting the use of food fishes for fertilizing purposes; and

Whereas, American companies operating their appliances for the catching of food fishes for fertilizer in the waters contiguous to Canadian waters are destroying a valuable food supply; and

Whereas, The Canadian law in this respect is wise and absolutely necessary to prevent wholesale destruction of our food fishes; therefore be it

Resolved, By the twelfth annual convention of the I. S. U. of A. that the Legislative Committee hereby stands instructed to in every way advance the passage of a law by Congress prohibiting the use of food fishes for the manufacturing of fertilizer.

Committee recommends concurrence; adopted.

No. 33, By Walter B. Hoffman, Daniel Sullivan and Wm. Robertson:

Whereas, The Navy colliers in the United States naval service are carrying foreign crews; and

Whereas, Some of these Navy colliers are manned by Chinese crews; and

Whereas, The majority of the men are shipped from crimping boarding-houses; therefore be it

Resolved, That the incoming Executive Board be instructed to take up this matter with

the proper officials of the United States Government.

Committee recommends concurrence; adopted.

No. 24, By F. Benson:

Whereas, the recent financial panic has again demonstrated the fact that in every failure of financial institutions where money is kept for safekeeping, the heaviest burden or loss falls on the wage-earners or small depositors; therefore

Resolved, That we favor the establishment of Postal Savings banks.

Committee recommends concurrence; adopted.

No. 25, By H. P. Griffin and H. A. Sanderson:

Whereas, The American Association of Masters, Mates and Pilots, Harbor No. 1, of New York, has signified a desire to co-operate with the I. S. U. of A. on legislative matters; be it hereby

Resolved, That our Legislative Committee be instructed to confer with the Legislative Committee of Harbor No. 1.

Committee recommends concurrence; adopted.

Regarding so much of the Secretary-Treasurer's report as was referred to this committee, we desire to report as follows:

We concur with the Secretary in the statement that there is not a sufficient understanding of the serious dangers to the hopes and aspirations of the working people and to individual liberty in the present use of the equity power, and, further, that there is not that knowledge of what should be the remedy so essential to the arriving at a proper cure of this evil, and we therefore concur in the recommendations made by the Secretary-Treasurer that the I. S. U. of A. co-operate with such International Unions and Central bodies, or State Federations, as shall endeavor to bring to the people a true knowledge of what these injunctions are and the proper remedy therefor.

We further recommend that the action taken by the A. F. of L. at its last convention, as reported to this convention by the delegates to that body, be adopted.

Regarding the recommendation that the I. S. U. of A. take charge of the appeal to the Supreme Court in the Hammond injunction case, we recommend favorable consideration by the convention.

Report adopted and case ordered taken up by the I. S. U. of A.

Regarding that part of the Secretary-Treasurer's report dealing with Ship Subsidy, we recommend the endorsement of all the actions taken in the matter, express our gratification at the defeat of the bill, tender our thanks to members of Congress who resisted its passage, and reaffirm the action taken by our last convention on the subject. Adopted.

Under the caption of "State Laws," the Secretary reports upon the fact that practically all Coast States have laws which make it a criminal offense to induce a seaman to quit a vessel on which he is serving while the vessel is lying in the waters of such State, and of the efforts which were made in Massachusetts, California, Oregon and Washington to have such laws repealed. Your committee recommend that the convention protest against the continuation of such laws on the statute books of any State, endorse the efforts that have been made to have them repealed, and urge that the effort be continued in States where it was begun, and that a like effort be made in all other States where such laws exist.

Adopted.

We note what the Secretary-Treasurer reports about the decision in the case of the "Lyra" and the further efforts made to have the decision in the case of the "Lyra" made applicable to all the steamers trading between ports in China and the Pacific Coast via Honolulu. We recommend the endorsement of the Secretary's comment in the matter and that efforts be continued by appeals to the departments, the courts, and Congress, to procure for the seamen the same rights that are enjoyed by other working people in this regard.

Respectfully submitted.

A. FURUSETH (Chairman),
WALTER B. HOFFMAN,
WM. ROBERTSON,
WM. SHAW,
E. F. BURKE,
J. M. LYONS,
CHRIS JOHNSON,
W. H. JENKINS (Secretary),
Legislative Committee.

Report of Committee adopted as a whole.
Committee on Ways and Means reported as follows:

No. 8, By Alex. McKechnie:

Whereas, The I. S. U. of A. is now affiliated with the International Transport-workers' Federation, which convenes at Vienna next June; and

Whereas, The President, in his report, has recommended closer relations with our comrades in Europe, therefore be it

Resolved, That we send a delegate to Vienna to attend that convention.

Committee recommends concurrence; adopted.

Report of committee adopted as a whole.

The Committee on Audit reported having found the books and cash correct, and complimented the Secretary-Treasurer upon the thorough manner in which the books have been kept.
Report adopted.

(Continued on page 11.)

INTERNATIONAL SEAMEN'S UNION
OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
PORT TOWNSEND, Wash., 114 Quincey St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., 821 Alakea St., P. O. Box 214

MARINE FIREMEN, OILERS AND WATER-
TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Stuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION
OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Stuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.

SAN FRANCISCO, Cal., 93 Stuart St.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Or., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).

PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF
CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Stuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekkliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

SEAMEN'S CONVENTION.

(Continued from Page 10.)

The following resolution was introduced by unanimous consent:

No. 38, By Wm. H. Frazier:

Whereas, We learn with profound regret of the assault upon Edward T. Cohen and Dennis D. Driscoll, in the State House at Boston, Mass.; therefore be it

Resolved, By the International Seamen's Union of America, in twelfth annual convention assembled, that we deeply deplore the untimely death of Brother Cohen as a great loss to the labor movement, and sympathize with Brother Driscoll in the injuries received by him; further

Resolved, That we hereby express our appreciation of the valuable services rendered by these brothers to ourselves as seamen and to the organized workers at large, and extend our sincere condolences to the families and relatives of Brothers Cohen and Driscoll.

Moved that the resolution be adopted by rising vote; carried unanimously.

Committee on Organization reported as follows:

No. 12, By Atlantic Coast Seamen's delegation:

Whereas, The work of the past year, in organizing the seamen of the Atlantic District, has shown such good results; and

Whereas, Said work is still in its infancy and there is still a large field as yet uncovered and many seamen on the Atlantic and Gulf still unorganized; and

Whereas, It would be impossible for the Atlantic Coast Seamen's Union to continue such work without the aid and assistance, financial as well as otherwise, of the I. S. U. of A.; therefore be it

Resolved, That such work be continued during the coming year by the I. S. U. of A. along the lines that have proved successful in the year just past.

Committee recommends concurrence; adopted.

No. 15, By the Atlantic Coast Seamen's delegation:

Whereas, The I. S. U. of A. has for the past year maintained organizers for the special purpose of organizing the Atlantic District; and

Whereas, The Gulf section of the Atlantic has been overlooked by the general and special organizers of the I. S. U. of A.; and

Whereas, Said district has a large field for such work, practically all the sail vessels on the Gulf being absolutely unorganized; and

Whereas, The soil of the South is particularly fertile and conditions particularly propitious toward the seed of unionism, and the returns will be undoubtedly a hundred-fold for the time and money expended; therefore be it

Resolved, That the General Organizer of the I. S. U. of A. be directed to visit the Gulf and, in his discretion conditions warrant the same, he place a special organizer in that field.

Committee recommends concurrence; adopted.

No. 7, By H. P. Griffin:

Whereas, The Marine Cooks and Stewards' Association of the Atlantic Coast, through the assistance of the I. S. U. of A., have been enabled to build up an organization of their craft and during the past summer have been able to raise the wages of the kitchen crews on the steamships; and

Whereas, There are thousands of waiters as yet outside the organization; and

Whereas, There is a strong probability that these men can be organized during the coming year; be it hereby

Resolved, That two organizers be granted to the Marine Cooks and Stewards' Association of the Atlantic for 1908.

No. 26, By H. P. Griffin:

Whereas, The efforts made during the year to organize the colored seamen on the Atlantic Coast have demonstrated beyond doubt that this can not be accomplished under the present system; therefore be it

Resolved, That authority be given by this convention to organize these men separately, if such a thing should be found advisable.

No. 34, By Walter B. Hoffman, Daniel Sullivan and Wm. Robertson:

Whereas, There are twelve hundred men employed on the bay and river boats of the ports of Baltimore, Md., and Norfolk, Va., who are colored men; and

Whereas, The average wages paid these men is \$30 per month; therefore be it

Resolved, That this convention place in the field organizers in those respective ports for a term of six months, to organize this body of men.

No. 35, By Walter B. Hoffman, Wm. Robertson and Daniel Sullivan:

Whereas, A great number of marine firemen are yet unorganized on the Atlantic Coast, especially in the ports of New York, Philadelphia and Baltimore; therefore be it

Resolved, That four organizers be placed in the field to organize these men.

Committee recommends that the foregoing four resolutions, also that part of the Secretary-Treasurer's report dealing with the same subject, be referred to the General Organizer. Adopted.

Committee recommends that that part of the Secretary-Treasurer's report dealing with conditions on the Gulf be concurred in. Adopted.

Committee recommends that the letter of R.

E. Hall, concerning the organizing of colored men, be referred to the General Organizer. Adopted.

No. 11, By Edward Stack and John Fisher:

Whereas, There are a great number of unorganized firemen on the Canadian side of the Great Lakes, who are a constant danger to the organized Marine Firemen, Oilers and Water-Tenders of the Great Lakes; therefore be it

Resolved, That some method be taken by this convention to eliminate this constant danger to the Marine Firemen, Oilers and Water-Tenders of the Great Lakes, by organizing the marine firemen on the Canadian side.

Committee recommends that resolution be concurred in and referred to Executive Board members of Lakes District. Adopted.

NINTH DAY.

Roll called and minutes of previous session approved.

Election of officers was proceeded with.

The following were declared elected for the ensuing year:

President, Wm. Penje.

First Vice-President, C. J. Harrington.

Second Vice-President, Victor A. Olander.

Third Vice-President, Ed. Stack.

Fourth Vice-President, R. H. Walker.

Fifth Vice-President, H. P. Griffin.

Sixth Vice-President, P. B. Gill.

Seventh Vice-President, George C. Bodine.

Eighth Vice-President, I. N. Hylan.

Secretary-Treasurer, Wm. H. Frazier.

W. Macarthur, editor of the Coast Seamen's Journal, was declared elected a member, ex officio, of the Executive Board.

General Organizer, Fred Benson.

Delegate to convention of International Transport-Workers' Federation, A. Furuseth.

Legislative Committee—A. Furuseth, Wm. H. Frazier, W. Macarthur.

Delegates to A. F. of L.—V. A. Olander, A. Furuseth, Ed. Stack, Wm. H. Frazier.

New Orleans was chosen as the city for holding the convention in 1908.

Moved that Delegate Furuseth be instructed to remain in Europe between the period of the convention of the International Transport-Workers' Federation, in June, and the convention of the British Trade-Union Congress, in September; amended, that the matter be referred to the Committee on Ways and Means; amendment carried.

Committee on Ways and Means reported as follows:

We, the Committee on Ways and Means, recommend that the delegate to the International Transport-Workers' Federation convention be instructed to visit the different seamen's unions of Europe, after attending said convention, for the purpose of securing and giving information on the general movement of the world's organized seamen, and that said delegate, being also a delegate to the British Trade-Union Congress from the American Federation of Labor, be instructed to remain in Europe, visiting the various seamen's unions for the above purpose until the said British Congress meets, and to report in full to our next convention.

Report adopted.

The salaries of the officers of the International Seamen's Union were fixed, as follows: Secretary-Treasurer, \$50 per month; Editor "Coast Seamen's Journal," \$50 per month; General Organizer, \$100 per month.

Committee on Organization reported as follows:

No. 2, By Ed. Andersen:

Whereas, The Bay and River Steamboatmen's Union of California has been organized for the past five years and over, and as our organization extends only to the stern-wheel boats which operate between San Francisco, Oakland, Stockton and Sacramento, and as there are at present between 1000 and 1500 unorganized men engaged on ferry-boats, tug-boats, barges and dredgers, and as we believe these men can and ought to be organized, therefore be it

Resolved, That the Bay and River Steamboatmen's Union, in regular meeting assembled, this 6th of October, 1907, do hereby instruct Delegate Ed. Andersen to ask for an organizer for a period of not less than six months, in order to organize these men; and be it further

Resolved, That the said organizer be authorized to organize these men into locals by themselves, if advisable, or directly into the Bay and River Steamboatmen's Union; further

Resolved, That a copy of these resolutions be given to the delegate and a copy to be presented by him to the twelfth annual convention of the I. S. U. of A., to be held in Chicago, Ill., on the 2d of December, 1907.

Committee recommends non-concurrence; moved to adopt Committee's report; moved as a substitute, that an organizer for six months be granted to the Bay and River Steamboatmen's Union of California, such organizer to be appointed by and at all times under the jurisdiction of the Pacific District members of the International Executive Board, as to what class of men shall be organized into the Union asking for this organizer. Substitute lost; motion carried.

Mr. T. J. Elderkin expressed his thanks to the Convention for the courtesies extended to him, and voiced the hope and belief that its work would prove successful.

Committee on Organization reported further, as follows:

No. 3, By E. F. Burke:

Whereas, There are a large number of cooks and waiters who are not organized on the boats sailing on Puget Sound and the Columbia River; and

Whereas, The territory is so large that the present agent and patrolman of the Marine Cooks and Stewards' Association of the Pacific have not the time or means to organize these men; and

Whereas, The Marine Cooks and Stewards' Association of the Pacific is just recovering from an extended strike; and

Whereas, Its treasury has been considerably depleted and is not in a financial way to organize these men; therefore be it

Resolved, That the Marine Cooks and Stewards' Association of the Pacific be allowed one organizer for one year to aid in this work.

Committee recommends that an organizer be granted for six months, time to be extended at the discretion of the Pacific District members of the Executive Board. Adopted.

No. 20, By Ed. Rosenberg and I. N. Hylan:

Whereas, The organizing of the Fishermen of the Pacific, especially of the men in Southeastern Alaska, and on the Columbia, where there are still over 3000 unorganized fishermen, could be much aided if an organizer for six months were employed by the I. S. U. of A.; therefore be it

Resolved, By the Twelfth Annual Convention of the I. S. U. of A., that an organizer for six months be employed, the United Fishermen of the Pacific designating the months during which such organizing work shall be done; further

Resolved, That only the salary of such organizer be paid by the I. S. U. of A., the United Fishermen of the Pacific paying traveling expenses.

Committee recommends concurrence; adopted.

No. 37, By A. Furuseth:

Whereas, Several of the affiliated unions are paying only fifty cents monthly dues; and

Whereas, It would very much facilitate our work and strengthen our position with the rest of the labor movement; therefore

Resolved, That we urgently recommend to all affiliated unions which have not already done so, to raise their dues to seventy-five cents per month; further

Resolved, That we urge that regular meetings be held weekly in the evenings, to give all the members an opportunity to attend.

Committee recommends concurrence; adopted.

Report of Committee adopted as a whole.

The following resolution was introduced by unanimous consent:

Whereas, The labors of the delegates to the Twelfth Annual Convention of the International Seamen's Union of America have been greatly lightened and their stay in the city of Chicago made pleasant and profitable by the generous hospitality of the local affiliated unions; therefore be it

Resolved, By the Twelfth Annual Convention of the International Seamen's Union of America, that we extend our heartfelt thanks to the local affiliated unions and to the Joint Entertainment Committee for the numerous forms of entertainment provided during the sessions of the convention, also to the visiting gentlemen who have addressed the convention; further

Resolved, That we extend to the members of the local affiliated unions our best wishes for their future success as individuals and as organized bodies, coupled with the hope that their conduct may continue to reflect credit upon themselves and upon the International Seamen's Union of America.

Adopted.

There being no further business, the Convention adjourned sine die, with three cheers for the International Seamen's Union of America.

GRAND EXHIBITION OF JAPAN.

The exhibition to be held in Tokyo in 1912, according to the China Telegraph, is to be called the Grand Exhibition of Japan. It is to be held between April 1 and October 31, 1912, and is intended to demonstrate the growth of Japanese industry, civilization, and resources. It is not only proposed to be the greatest fair ever held in Japan, but to give accommodation to the different exhibits of foreign countries. The expenditure, inclusive of 10,000,000 yen (1 yen=49.8 cents), to be defrayed by the central government, will be an unprecedented amount, together with that to be expended by provincial governments and new territories. In addition to ample facilities to be given to foreign exhibitors, the erection of special halls by foreign countries is anticipated, and the required tracts of land are to be offered gratuitously.

World's Workers.

The eight-hour day is now legalized for all the mines in France.

A Farm Laborers' Union is making rapid strides in New Zealand.

Last year there were 13,257 old age pensioners in New Zealand, 10,053 of whom received the full pension of £26 a year.

Last year in England upwards of £105,000 was awarded to injured workmen under the Workmen's Compensation Act.

For every 100 men employed in the cotton mills of France there are 58 women and girls; in the woollen mills 69; and in the silk mills 71.

The result of the English boiler-makers' ballot has been to confirm the agreement between the Shipbuilders' Federation and the Boilermakers' Society, and peace has been proclaimed for a time.

The Melbourne bakers, whose wages were raised one penny per hour by the Wages Board, have had them reduced again by the Industrial Appeal Court, at the request of the bosses.

Evidence given before a select committee of the House of Commons shows that the rates paid to the sweated women of England for making shirts by piecework pans out at from 1d. to 1½d. an hour.

As showing the growth of labor organization in Adelaide, Australia, the half-yearly report of the local Trades and Labor Council reports the formation of six new unions, and the resuscitation of two others.

The Italian soldiers are now said to be in full sympathy with the working class, so much so that the Government is very doubtful about ordering them out to preserve "law and order" in times of industrial conflict.

Owing to the wholesale dismissals of members of the Miners' Union by Victorian coal mine companies, for seeking to register under the Arbitration Act, the Acting Federal Prime Minister promised a deputation of labor members an early amendment of the law, in the direction of protecting the miners from the tyrannical conduct of the companies.

Emigrants are warned against going to Cape Colony at the present time in search of work, as the supply of labor largely exceeds the demand. The Town Council of Cape Town has issued a warning to this effect, and in other parts of the Colony, as Kimberley, East London, and Port Elizabeth, there are many cases of distress owing to the scarcity of work.

Efforts to save the young women of the future in the United Kingdom from taking up the life of barmaids will be vigorously pushed at the forthcoming session of Parliament. It is estimated that 100,000 girls are engaged in the sale of intoxicating beverages in the United Kingdom, and a considerable number of these are under 21 years of age and more than half under 25.

Thousands of emigrants returning from America threaten seriously to disturb the labor market conditions in Austria. Workers already are desperate through the increase in the cost of living and the starvation wages they receive. At a crowded meeting of laborers in the employ of the state, demands were formulated for better treatment. It was asserted that the Government tobacco factories in Galicia pay the workers only 10 cents a day.

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Tacoma, Wash., Letter List.

Tonkin Monday	Johansen, Hjalmar
Ames, George	Kalberg, William
Anderson, Chas. -907	Kolp, Otto
Anderson, Axel	Kristensen, Jens
Anderson, J. -1514	Larg, Gust
Anderson, Albert II.	Lindroos, A. W.
Bartels, Herman	Mattson, Emil
Bosch, Hans	Mittenmeyer, J. F.
Carlson, Axel Aug.	McGinlay, Patrick
Eidswaag, Peter S.	Mulley, James
Ellason, Carl	Nielsen, Jens
Erlund, Hans P.	Olsen, Sigvald O.
Ikkeland, Sigurd	Olsen, Martin
Follis, Geo.	Rasmussen, Aklon
Frick, M.	Rehbein, Ernst
Guyader, Georges	Rosenfold, Isak -712
Johannsson, K. J.	Russell, Ed
-1396	Skaanes, Olof
Johanson, Anton	Tidemann, Charlio
-2126	Tollefsen, Andreas
Johansson, Frederick	Tonge, N. W.
-1856	Winnir, C. B.

Honolulu Letter List.

Camroz, Alf.	McArthur, Lorne
Diez, H.	Pratt, L.
Harnesen, N.	Schmidt, A.
Ferraris, J.	Schmidler, J.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Torkel Olsen, a native of Treungen, Norway, aged about 56, is inquired for by his brother. Address, Coast Seamen's Journal.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan	Johnson, Herman
Ahrens, A.	Johnson, Frederick
Akesson, H.	Kahlbelzer, F.
Alness, Johan	Karlson, Victor
Allender, H.	Kammer, C.
Anderson, James	Karlson, G. -622
Anderson, H. M.	Karsberg, C.
Anderson, W. -141	Kahstedt, C.
Anderson, A. -1520	Karspersen, K.
Anderson, F.	Karlson, A.
Anderson, L. F. -735	Kanfold, Ed.
Anderson, Andrew	Kalning, J.
Anderson, Chas.	Kinlock, W.
Anderson, A. B.	Klahn, C.
-1082	Klemmensen, C.
Anderson, K. A.	Knubedal, P.
Anderson, J. -760	Krentz, K.
Anderson, Aug.	Kristiansen, S. -899
Anderson, A. -1057	Kristiansen, E. -901
Aanonen, M.	Kristiansen, Gustaf
	Kristensen, K. G.
	Kummerlove, O.
	Kusul, V. J.

Baxter, W. J.	Lacey, F. E.
Barach, H.	Larsen, Elmar
Baker, E.	Lang, Chas.
Berge, H. M.	Larsen, F. -1098
Beullague, O.	Larsen, C. -1932
Bertelson, Alf.	Lax, U. E.
Berg, Albert	Larsen, A. L.
Bernard, S.	Lersch, Paul
Bee, C.	Lee, Oscar
Bjork, A.	Lewis, Geo.
Billington, M.	Lemke, Carl
Blanca, F.	Lepp, P.
Bjornholm, H.	Ledgett, J. A.
Blomberg, G.	Lersten, J. O.
Blomquist, H.	Lindberg, John
Bohlman, W. -630	Lind, Gustaf
Brown, Jack	Lindberg, Aug.
Bregning, Walter	Lillio, F. P.
Brant, Otto	Lindman, H. E.
Rylander, B.	Lipman, Th.
Bunderson, J.	Lubeck, R. A.
Buttgerit, L.	

Carlson, M.	Mason, S.
Carlson, Jacob	Martinson, Karl
Carlson, Hans	Mayers, P. M.
Castineyio, M. P.	Martinson, E.
Cholard, E.	Malmquist, J.
Christensen, Jens	Masteron, D.
Chewler, V.	Manlon, James
Cowd, C.	Marz, H.
	Martinson, F. -845
	Mattson, Eric
	McClure, P.
	McArthur, L.
	Metzl, G.
	Meinseth, A. O.
	Mikeleit, E.
	Miller, W. J.
	Moran, H.
	Muller, P.
	Murry, John

Dauberg, R.	Nelson, Chas. -906
Daugal, G.	Nelson, N. -827
Dinwood, J. H.	Nelson, K. E.
Dorecks, C.	Nelson, B. S. -731
Doran, E.	Nelson, C. J. -885
	Nelson, E. -126
	Nashis, P.
	Norris, J. E.
	Nyberg, E.

Eklund, P. H.	Ojestedt, S. A.
Ellingsen, H.	Olsen, O.
Ellingsen, P. -568	Ollson, J. O.
Ellefsen, M.	Olsen, Anton
Englund, R.	Olsen, Louis
Englund, L. F.	Olsen, Edward
Englehardt, Edw.	Olsen, Thos.
Eriksen, Axel A.	Olsen, Just.
Erling, Emil	Olsen, Otto
Eriksen, Eneuald	Olsen, Harry
Esterberg, Gustaf	Olsen, Kaurin
Evensen, Arnt	Olsson, B. -597
	Olsen, Raynold
	Omholt, L. T.
	Onfro, M.
	Osterholm, J. W.
	Owens, J. H.

Fitzgerald, Harry	Paulsson, O. -1183
Flynn, P.	Palmer, J. H.
Forslund, W.	Pederson, O. P.
Follis, Geo.	Pederson, Eric
Fricksen, Und.	Pederson, Hans
Fricksen, C.	Pederson, J. M.
Frankenberg, V.	Pederson, O. A.
Frederiksen, W.	Pederson, H.
Fyhn, Adolf	Pennell, J. W.
	Pel, J. V.
	Persson, B.
	Pedersen, A. L.
	Pedersen, K.
	Penningrud, L.
	Palson, Carl
	Polge, L.
	Pommel, A.

Gamber, Jas.	Quistgard, R.
Garbers, H.	Quitske, C.
Garten, O. A.	Rahm, C.
Gartsen, F. J.	Rahm, S. A.
Garnier, L.	Rasmussen, F.
Gabrielsen, Gus.	Reynolds, Thos.
Gent, A. C.	Reiman, C.
Ginstrom, F.	Rigolot, B. A.
Gibbens, W. G.	Rorhus, O.
Groger, Otto	Robertson, M.
Gruncock, I.	Rose, W. H.
Gunderson, Andreas	Rundquist, O.
Gutman, A.	Ronstad, H.
Gunther, M.	
Gustafson, K.	

Hagen, C.	Samuelson, E.
Hayden, A.	Samuelson, T.
Hakonsen, J. -1602	Sauer, A.
Hansen, Pete	Samuels, John
Harsgaard, C. A.	Sarin, K.
Hansen, I. T.	Schundlen, J.
Hansen, Maurin	Scherian, R.
Hardy, W.	Schade, -1510
Hansen, J. W.	Scott, Alf.
Halvorsen, Martin	Schubert, M.
Hansen, H. C. P.	Seegren, J.
Hansen, Theo.	Sellin, W.
Hansen, Johan P.	Seddon, R.
Halberg, O. R.	Sel, P.
Hansen, H. O. T.	Selenski, P.
Hauan, Lauritz	Siemers, B.
Hermansen, Frauts	Silow, O.
Helmroos, G.	Sivertsen, S. E.
Hill, G. -567	Simonsen, B.
Holm, John	
Hoberg, W.	
Holmes, F. A.	
Hofslund, M. B.	
Hultherg, E. J.	
Hubscher, W.	

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Walker, A.
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Yunger, O.**Portland, Or., Letter List.**Andersen, Fritzof
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Benson, John T.
Bergh, Edw.
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Wanous, Geo. A.
Wilsen, Anders
Waltner, M.Edman Hetman Hanson, a native of
Tromso, Norway, last heard from in
Adelaide, Australia, is inquired for by
his brother. Address, Coast Seamen's
Journal.John Behrman, a native of Olden-
burg, Germany, born 1858, is inquired
for. Address, Coast Seamen's Journal.

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every dollar's worth before commencing to remodel the store, and the arrival of
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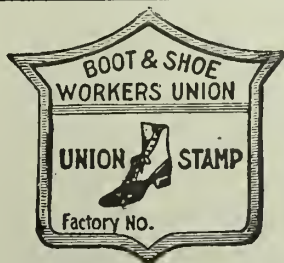
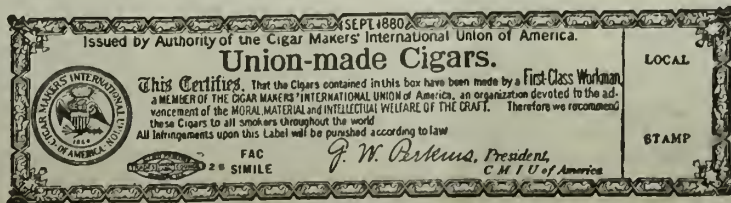
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by official statistics to be the lowest
in her history.Severe fighting continues in For-
mosa, more than 200 Japanese and
natives being killed in recent battles.Arms and ammunition found on a
Texas ranch were taken to indicate
a plot against the Mexican Govern-
ment.Riot caused a suspension of the ses-
sion of the Russian Douma, following
an attack upon the Government by a
Radical speaker.The Royal Swedish Yacht Club has
decided to postpone indefinitely its
proposed challenge for the America's
Cup.Russian visitors in Rome discussed
possibility of war between America
and Japan as if conflict already was
impending.It was promised by the Portuguese
Government that the dictatorship
would be ended and the parliamen-
tary elections held in April.Foreign Minister Hayashi, of Japan,
announced that the Government is de-
termined closely to limit Japanese
emigration to the United States and
Canada.The Central American Peace Con-
ference at Washington, D. C., agreed
upon plans for a court of justice to
settle all disputes among the five Re-
publics.The German Government has com-
pleted plans for the construction of a
harbor at the Island of Heligoland, in
the North Sea, at a cost of \$7,500,000.Arab tribesmen in Algeria sent
emissaries to Oran to sue for peace
from the French when they learned
that the latter were about to send
out a column against them.George Edalji, who received part
reparation for unjust imprisonment in
England, has been restored to his
rights as a solicitor through the ef-
forts of Sir Arthur Conan Doyle.According to mail advices the naval
programme of the Japanese Admir-
alty will eliminate cruisers, coast de-
fense ships, dispatch boats and gun
boats, which are considered useless.It was announced in Berlin that de-
spite the efforts of the Kaiser, through
exchange of professors, the enroll-
ment of American students at Ger-
man universities was steadily decreas-
ing.Baron Ishii, who investigated the
race problem in the United States and
Canada, declared in Tokio that all la-
borers must be kept out of the United
States and that the emigration to
Canada must be checked.The second test case for the pay-
ment of losses sustained in the Kings-
town, Jamaica, earthquake and fire
was decided in favor of the plain-
tiff, the municipality. The defendant
was the Sun Insurance Company, of
London.The court-martial which has been
trying the men who participated in
the recent mutinies at Vladivostok,
has handed in its findings. Twenty-
one men were sentenced to death,
thirty-four were sent to the galleys,
140 were imprisoned for various terms
and five were acquitted.Colonel Goethals, Chief Engineer of
the Panama Canal, says that all rec-
ords were again broken for the month
of November in the matter of excava-
tion on the Isthmus. The total
amount of earth removed during that
month was 1,838,486 cubic yards, as
against 389,407 cubic yards in Novem-
ber, 1906.**Understand****BROTHER
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Labor News.

Five thousand Pennsylvania Railroad shopmen whose working time was reduced from ten to eight hours a day three weeks ago, on account of the stringency have been ordered back to the ten-hour system.

The new State of Oklahoma has offered through Representative Fulton, to engraft the principles of the initiative, the referendum and the recall upon the Constitution of the United States by means of constitutional amendments.

Seth Low, former President of Columbia University, was elected President at the closing session of the National Civic Federation on December 17, succeeding August Belmont, who felt obliged to retire owing to the press of business cares.

John Mitchell, President of the United Mine Workers of America, left the hospital at La Salle, Ill., on December 5, for his home at Spring Valley, Ill. He has almost entirely recovered from the operation for appendicitis and will remain at his home for some time.

In his award settling the strike in the silk mills of the Lackawanna Valley, Pa., Monsignor Coffey, of Carbondale, as arbitrator, reduced the working hours and increased pay of employees, but denied the demand for a closed shop and the check-off system for collection of dues and assessments by employees except under conditions.

The Canadian Government proposes to enact legislation at the present session of Parliament providing pensions for old age. The purpose of the new law is to encourage thrift and saving among the working classes of the country and to insure the beneficiaries an annual income after they have reached the age of 60 or 65 years sufficient to keep them from actual want.

The American Sheet Steel and Tin Plate Company has received orders necessitating increases in its working forces and output. At the Monessen plant, near Pittsburg, Pa., consisting of twenty-eight mills, only thirteen have been operated since early in October. Announcement was made that all mills will start soon, employing at full time the entire force of 1400 men.

The coal mines of the United States are killing three times as many men per 1000 employees as those of most European countries. In the last seventeen years 22,840 men have given up their lives in the mines of this country. As many violent deaths have occurred in the mines during the last six years as during the preceding eleven years. The number of fatal accidents each year is now double that of the year 1895. In 1906, 6861 men were killed or injured in the mines, the dead numbering 2061 and the injured 4800.

The San Francisco Labor Council unanimously adopted resolutions relative to the failure of the California Safe Deposit and Trust Company, in which it condemns the lax methods of the Bank Commissioners, and deprecates their apparent incompetency and negligence in the performance of their duty. It urges the authorities to prosecute all persons in any way responsible, directly or by contributory negligence, for the stealing of the funds of depositors, and condemns the action of the police department for its toadyism in providing special accommodations for a bank official imprisoned for stealing the funds of the bank.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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not make a mistake—LOOK FOR THE NAME AND NUMBER.

Home News.

The Erie Railroad broke the steel
deadlock by ordering 35,000 tons of
rails.

The Republican National Commit-
tee decided to hold the national con-
vention in Chicago June 16, 1908.

Senator Gore of Oklahoma has in-
troduced a bill providing for the
election of United States Senators by
popular vote.

Adjutant General of Army declared
in annual report that unless the pay of
enlisted men is raised conscription
must be resorted to.

Jefferson Davis, the new Senator
from Arkansas, flayed the trusts in
one of the most vitriolic speeches
ever heard in the Senate.

As a result of the consolidation of
Pittsburg and Allegheny the Carnegie
libraries are being combined, and
jointly will have space for 3,500,000
volumes.

Senator Platt surprised his col-
leagues by introducing a bill for na-
tional chartering of incorporations,
one of President Roosevelt's pet
measures.

Judge George Gray was unani-
mously endorsed as the candidate for
President, and formally presented to
the country by the Delaware Demo-
cratic State Committee.

Forty-four of sixty-nine delegates
to the Michigan constitutional con-
vention declared for Secretary Taft
on a straw vote as their choice for
the Republican nomination for Pres-
ident.

Fire started in the mines at Mo-
nongah, W. Va., where about 500 men
were killed on December 6, and the
rescuers were forced to stop search.
An official announcement was made to
the effect that the Consolidated Coal
Company will care for the families of
the victims.

Five hundred mounted "Night
Riders" took possession of Hopkins-
ville, Ky., and, after firing bullets
into many business houses and sack-
ing a newspaper office, they burned
three tobacco warehouses and man-
aged to escape from a posse which
pursued them.

All doubt that President Roosevelt
meant what he said on election night
three years ago was swept away
when he issued an unequivocal state-
ment from the White House that
under no circumstances would he be
a candidate for a third term. The
President declares that he has not
changed and will not change his de-
cision of November, 1904.

Denver was selected as the city in
which will be held the next Demo-
cratic National Convention, and the
date of the convention was fixed as
July 7, by the Democratic National
Committee. Resolutions favoring pub-
licity of campaign contributions
were passed after much discussion,
during which Secretary Cortelyou
was severely scored by Senator Till-
man.

All wooden railroad coaches of the
Harriman system are to be replaced
with steel cars, the latter being built
in the shops in Omaha and put in
commission just as fast as completed.
Practically the only work now being
done in the Union Pacific shops is on
steel coaches and gasoline motor cars.
The steel coaches weigh 90,000
pounds, have entrances on the sides
as well as the ends, are provided with
round windows instead of square
ones and can not be burned nor
telescoped.

With the Wits.

The summer girl has had her fling,
Her gentle gayeties must cease,
And father's sadly figuring
How much her freckles cost apiece.
—Washington Star.

They Were Disappearing.—Mother
—"Tommy, what are you doing in the
pantry?"

Tommy—"Oh, just putting a few
things away."—Brooklyn Citizen.

Very Much So.—"When Jinks went
home last night he found his wife
fairly boiling with anger and weeping
scalding tears."

"He remarked this morning that he
had been in hot water."—Baltimore
American.

The Best Wedding Present.—
Mother—"If you marry Robert, I
swear that I'll never set foot in your
house!"

Daughter—"Please put that down in
writing. I'd like to give your promise
to Robert for a wedding present."—
Transatlantic Tales.

Her Work Done.—Phoebe—"Are
you really going back to town to-
morrow?"

Philomena—"Yes; mother found out
I was engaged, and she says there's
no need to stay here any longer."—
Philadelphia Inquirer.

The Inspiration of Music.—"I went
to the opera last night."

"What did you hear?"

"That Mrs. Browning is going to
get a divorce, Mrs. Biggs has the
dearest dog and a new baby and the
Huttons are going to live in India."
—Harper's Weekly.

Taking a Wise Precaution.—Little
Ethel—"Mamma, don't people ever
get punished for telling the truth?"

Mamma—"No, dear. Why do you
ask?"

Little Ethel—"Cause I just tooked
the last three tarts in the pantry and
I thought I'd better tell you."—Cleve-
land Plain Dealer.

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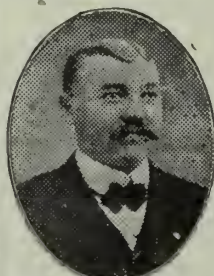
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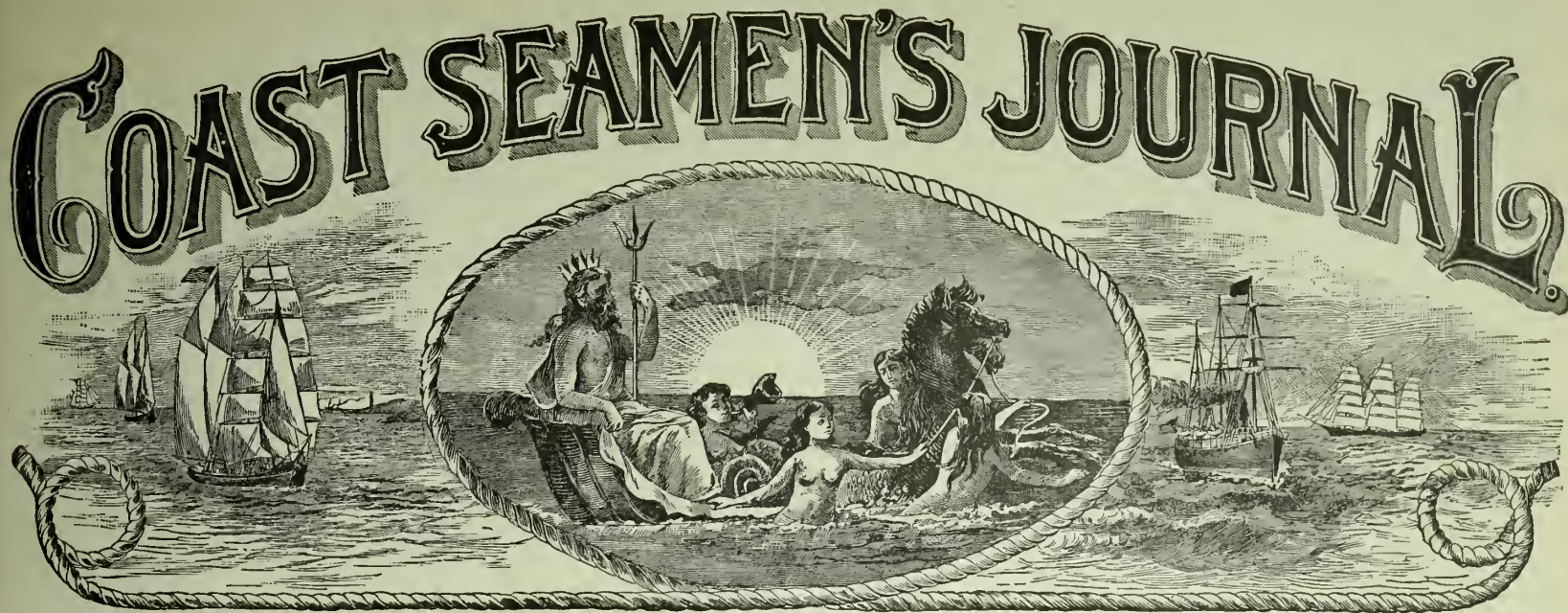
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 15.

SAN FRANCISCO, WEDNESDAY, JANUARY 1, 1908.

Whole No. 1045.

SEAMEN'S WORK REVIEWED.

A CAREFUL reading of the Seamen's convention proceedings, published in the last two issues of the Journal, affords good ground for congratulation upon the progress of the maritime craft of the United States, not only in the matter of organization, but also in the achievement of the results that follow organization.

By way of emphasizing more clearly than is possible in the presentation of a formal record, the things performed and the things promised by the Chicago convention of the International Seamen's Union of America, a brief review of the proceedings is herewith given. It is understood, of course, that certain matters dealt with by the convention are of such importance as to require separate and detailed treatment in these columns, as time and space afford. For the present the purpose is to survey the whole scope of the convention's work, without special reference to the relative importance of this or that feature.

The convention was composed of 46 delegates, representing 12 affiliated unions and over 25,000 members. These figures, when regarded in their true significance, speak eloquently of the growth of organization among the seamen of the United States. The recent convention, although the twelfth gathering of the kind, really marked the fifteenth year in the life of the International Seamen's Union of America.

The International was formed in Chicago in 1892. The convention held for that purpose was composed of 7 delegates, representing 2 organizations (the Lake Seamen's Union and the Sailors' Union of the Pacific), and something less than 5000 members. The three years following the first convention were marked by severe industrial depression, during which all efforts to extend organization were necessarily suspended. Notwithstanding this period of enforced inactivity, the record of these fifteen years—the contrast between the conventions of 1892 and 1907—speaks well for the courage and perseverance of the seamen in the task of thoroughly organizing the whole maritime craft.

In one particular the growth of the International was demonstrated with especial force by the recent convention. For the first time in the history of that body all branches of the maritime craft, exclusive of the "after-guard," or licensed men, were represented. The presence of the Marine Firemen, Oilers and Water-Tenders of the Great Lakes constituted the connecting link, thus forming a complete chain of organization among the seamen of all branches and in all localities of the country.

Reference to the proceedings of the first convention of the International shows quite clearly the idea that animated the men who founded that body. This was nothing less than an organization which should unite in indissoluble bonds all

men who make their living on the waters, without reference to the kind of water (fresh or salt) or to the kind of work performed by the men. Such an idea, expressed by a handful of men, themselves representing but one branch of the great seafaring calling, namely, the deck crews, was regarded by all but the most sanguine and far-seeing as a visionary scheme, a dream, a thing within the bounds of bare possibility, of course, but hardly probable in the present generation, at any rate.

The recent convention marked the actual realization of the idea expressed fifteen years ago. The object, apparently so remote in those days when faith alone sustained the heart and steadied the hand, is now a practical reality. We hasten to note the fact, before it becomes a commonplace in the eyes of those who erstwhile were disposed to marvel at the bare idea of such a thing.

Who shall put metes and bounds to the progress of the coming fifteen years? Who shall deny that the achievements of the future will make those of the past appear insignificant by comparison?

The affiliation of the Lake Firemen with the International Seamen's Union is the more significant because it marks a successful outcome of the efforts of the International to defeat the designs of other bodies, notably the Longshoremen, to exercise jurisdiction over the maritime craft. As is well known, the Lake Firemen were until recently affiliated with the Longshoremen. Now that that false relationship has been severed by voluntary act of the Firemen themselves and the true relations of craft unity established, it is particularly gratifying to find the Firemen's representatives expressing themselves, as they did in the Seamen's convention, as satisfied beyond their most sanguine expectations with the result of the change. The Lake Firemen's delegation at the recent convention was composed of able and industrious men, who by their conduct showed that the International has gained as much in wisdom and moral fibre as in numbers by the affiliation of that body.

The reports submitted to the convention by President Penje, Secretary-Treasurer Frazier and General Organizer Benson display a comprehensive grasp of the work lying within the province of the International. These official reports, unlike some reports, or "messages," emanating from more distinguished sources, are not intended nor regarded as a perfunctory concession to law or tradition, but as the fruit of keen observation on a number of live topics. So regarded, every item of the officers' reports was first referred to and considered by the appropriate committee, and then acted upon by the convention.

Under the head of official reports, an important feature was the report of the Seamen's delegates to the convention of the American Federation of Labor. This report was a voluminous document, reviewing in detail the work of the Norfolk convention of the Federation. After quoting the various resolutions of special interest to the seamen adopted by the convention, the delegates' report recited in full the action of that body in the matter of the jurisdiction dispute between the Seamen and Longshoremen. In substance, the report shows that the Federa-

tion confirmed the decision of President Gompers, requiring the Longshoremen to discontinue the use of the so-called long name, and instructed President Gompers and another member of the Executive Council of the Federation to visit the next convention of the Longshoremen, to be held at Erie, Pa., in July of this year, for the purpose of prevailing upon the latter to comply with the decision. Thus it will be seen that the Federation has settled the dispute favorably to the Seamen, so far at least as lies in its power.

Among other measures adopted by the Federation was the levying of an assessment of 1 cent per member of all affiliated unions. This assessment is designed for the purpose of more vigorously opposing the attempt now being made in certain localities, particularly in Southern California, to destroy trade-unionism.

Not only in a personal, but also in a craft sense the most gratifying feature of the delegates' report was that concerning the election of Comrade A. Furuseth as a Fraternal Delegate from the American Federation of Labor to the British Trade-Union Congress. For many years past the name of Comrade Furuseth has been freely "mentioned" by the delegates to the Federation convention, as a fitting recipient of the honor of election as a representative of the American labor movement in the councils of the organized workers across the seas. For various reasons Comrade Furuseth has in the past felt impelled to decline the proffered honor. Having finally decided to enter the race for the position so much sought by the men of mark in the Federation, the election of Comrade Furuseth was assured. The large majority of votes received by him indicates the high esteem in which he is held by all who know him. Upon a motion offered by Comrade Furuseth's opponent, the election was made unanimous. The honor thus bestowed upon Comrade Furuseth is not entirely a personal tribute, but may be regarded as in good part a fitting recognition of the craft of which he is a member.

The election of Comrade Furuseth as a Fraternal Delegate to the British Trade-Union Congress suggested to the Seamen's convention the desirability of securing representation at the coming convention of the International Transport-Workers' Federation, to be held in Vienna, Austria, next June. As reported by Secretary-Treasurer Frazier, the International Seamen's Union of America is now affiliated with the International Transport-Workers, thus putting into practical effect the idea of a world-wide federation of the maritime craft. In order, therefore, to secure the largest possible advantage from affiliation with our fellow-craftsmen in Europe, and keeping in mind the fact that Comrade Furuseth will visit England as a representative of the American Federation of Labor, the convention elected him as its representative to the Transport-Workers' convention.

By instructions of the convention, Comrade Furuseth will spend the period between June and September of this year in an investigation of the conditions of seamen in the maritime countries of Europe, thus affording the certainty of securing a report at once authoritative and comprehensive.

(Continued on Page 7.)

TRADE-UNIONISM IN EUROPE.

The European trade unions have passed through many trying vicissitudes, have encountered numberless difficulties, have surmounted many obstacles, and have made enormous progress, notwithstanding all the troubles with which they have had to contend. They are now strong in numbers, wealthy in funds and resources, commanding in social influence, in so far as the masses are concerned, and a dominant force in the industrial world. All this has been accomplished in the teeth of difficulties which, at times, appeared to be insurmountable, in spite of opposition the most formidable, and of legislative enactments which were thought to be absolutely crushing by their multiplicity, and their overwhelming compulsion and restraint.

In the following statistics the progress during the last few years will be shown:

In Germany the membership of all trade unions increased from 1,008,365 in 1901 to 2,215,165 in 1906, or over 100 per cent. The unaffiliated local organizations lost ground and the national trade unions made large gains. This is characteristic of the process of consolidation now going on.

In Austria, too there has been rapid growth of trade unionism. The number of national unions rose from 36 in 1901 to 49 in 1906, while the number of district organizations during the same period declined from 266 to 89. The membership of all unions was 119,050 in 1901 and 448,270 in 1906. The largest number of members are in the metal trades, and the building and transport trades follow.

In the United Kingdom of Great Britain and Ireland the number of trade unions at the end of 1905 was 1,136, with a total membership of 1,887,823. This membership shows an increase of 1.3 per cent compared with 1904, but a decrease of 2.7 per cent compared with the highest recorded membership (that for 1901). Compared with 1896 there was an increase of over 25 per cent. In 1906 and 1907 most of the British unions grew in membership, especially the textile workers, the miners, the railway servants, the machinists, shipbuilders, etc., so that the number of organized workmen in the United Kingdom is at present about 2,000,000.

The development of trade unions in France is illustrated by the figures below:

Year.	Number of trade-unions.	Membership.
1901	3,287	588,832
1902	3,679	614,173
1903	3,934	643,757
1904	4,227	715,576
1905	4,625	781,344
1906	4,900	836,134

These figures are taken from the Government "Annuaire des Syndicats." But they are certainly too high, because the French Board of Trade counts as trade union any society organized under the Waldeck-Rousseau law of 1884. Such is the case of the blackleg association called "yellow syndicates." It is supposed that out of the 836,000 members given in the "Annuaire des Syndicats" there are at least 150,000 of these people; this would leave nearly 690,000 members to real trade unions. The organizations affiliated to the French Federation of Labor paid in May, 1906, per capita tax for 203,373 members. The largest French trade unions are those of the transport trades, while the unions in the metal, mining,

and textile trades are next in point of membership; the building trades have the largest number of organizations.

In Italy the membership of trade unions decreased from 240,689 in 1902 to 204,271 in 1907. Besides, there are in existence organizations of farm laborers which had 240,000 members in 1902 and 221,913 members in 1906; but they can not be regarded as trade unions proper.

The statistical accounts of the Swiss trade unions are incomplete. The earliest figures available are those for 1904. The membership rose from 41,862 in that year to about 59,200 in 1906. The metal trades rank first in regard to aggregate membership (13,000) and the textile trades follow (8,000).

In Hungary the period from 1901 to 1906 was very successful for organized labor. At the end of 1901 all Hungarian trade unions had 9,999 members. Their number increased to 15,270 in 1902 (53 per cent), 41,138 in 1903 (170 per cent), 53,169 in 1904 (29 per cent), 71,173 in 1905 (17 per cent), and 129,332 in 1906 (31 per cent). Of all trade unionists 59,293 are in the city of Buda-Pesth. Numerically the strongest organizations are the agricultural laborers (24,000), the bricklayers, buildings laborers, etc. (25,757), and the iron and metal workers (21,057).

Trade unionism is not strong in Belgium. On December 31, 1905, all unions had 54,305 members, of which total 34,806 belonged to the so-called independent group, 17,814 to the Catholic group, and 1,685 to the liberal group. The Dutch trade unions had in 1907, 34,000 members. In Denmark the labor movement remained almost stationary since 1901. The membership of trade unions declined from 96,479 in 1901 to 90,111 in 1903, and rose to 98,422 in 1907. On December 31, 1906, 49 national and 12 local unions with 78,081 members were affiliated to the Danish Trade Union Federation. In Sweden trade unions grew from 32,132 members in 1900 to 91,279 members in 1903, and to 214,574 members in 1907, while in Norway the number of organized workmen increased from 16,000 in 1903 to 33,965 in 1907.

Statistics published by the committee of the first Russian trade unions congress show that 652 unions with 246,272 members existed in Russia in 1907.

The Spanish Federation of Labor (union general de trabajadores) had 31,558 members in October, 1901; 46,574 members in October, 1903; 46,485 members in October, 1905, and 36,557 members in March, 1906. The loss in the six months from October, 1905, to March, 1906, amounted to more than 20 per cent.

Servia had, in 1905, 21 national trade unions with 5,074 members, Bulgaria had eight national unions with 4,700 and 121 local trade societies with 3,600 members. Some trade unions are known to exist also in Roumania. Only in Portugal, Greece, Montenegro and in the Osman Empire have the wage-earners not yet attempted to organize on a trade union basis.—Hans Fehlinger in American Federationist.

Henry Gassaway Davis, late candidate of the Democratic party for Vice-President, has offered to give the Young Men's Christian Association movement in his State the sum of \$25,000, conditional upon the raising of \$75,000 more, to stand as a permanent endowment to aid the work in West Virginia.—Indianapolis News.

A DEMOCRATIC ADVANCE.

A notable progress toward representative government was made in Germany when Chancellor Von Buelow appealed to a majority of the Reichstag for support as a condition of his continuance in office. The Emperor has given his sanction to the position, and it places Germany virtually in the same class of governments as Great Britain and other constitutional monarchies directly responsible to the popular will. Prince Bismarck and the Emperor William I, who were instrumental in the framing of the imperial constitution for Germany, which bears date of April 16, 1871, did not contemplate this step.

There are two houses of the Parliament, or Diet of the Realm, as it is called, in Germany. The members of the upper house, or Bundsrath, are appointed for each session by the governments of the individual states constituting the empire, and number 58. The Reichstag is a purely popular body. It has 397 members, apportioned among every 130,000 of inhabitants, and its members are elected by manhood suffrage for a term of five years.

Prince Bismarck, while he filled the office of Chancellor, looked with marked contempt on the Reichstag, and when it failed to grant such measures as he advocated he dissolved the body and ordered a new election. As Minister he owned his responsibility to the Emperor alone, and considered the importance and power of his office superior to that of the popular assembly. Von Hohenlohe, and until now Von Buelow, followed the example of the Iron Chancellor, and until the present time the attitude of the Ministers has been: "We are responsible to the Emperor; we will hold office so long as it pleases him; we are not responsible to the Reichstag."

Chancellor Von Buelow has been forced by the stress of circumstances and public sentiment to acknowledge his responsibility to the popular assembly, and that virtually makes the German people the chief factor in the German government. The Emperor has no veto on the acts of the Diet. Of course, the Bundsrath, which is a purely aristocratic body, representing mostly the petty German sovereigns, is still an impediment to the free action of the popular assembly, but if the Ministry holds itself responsible to this assembly, the Bundsrath must also show its deference for that body, as the House of Lords defers to the Commons in England.

The action of the German Chancellor is a greater forward movement toward popular rule than is the assembling of the impotent Duma in Russia. It is also true that it makes Germany, as Great Britain and other advanced European governments have for some time been, a government more directly responsible to the popular will than is the United States. Our Congress does not assemble until thirteen months after it is elected; the Senate changes slowly, and the President and his Cabinet have no responsibility to the lower house for their policies or action. After this no German Chancellor can hold office who does not agree with the Reichstag and what the people, through their representatives, demand. It is a great advance toward democracy. Absolutism is dead.—Nashville Banner.

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

FALKLAND ISLAND INDUSTRIES.

Consul J. E. Rowen, of Port Stanley, Falkland Islands, furnishes the following account of the industrial progress of that British colony off the extreme southern coast of Argentina:

Falkland Islands industries are limited in number, but possibly in no other part of the world is capital and labor better rewarded. Sheep raising and ship repairing are the central activities through which invested capital and labor receive due reward. There are thirty sheep ranches on the 6,000 square miles of territory embraced in the Falklands. According to the latest report of the government inspector there are on the islands 702,696 head of sheep. The wool product of 1906, the latest available report, amounted to 4,324,215 pounds. The value of the wool was approximately \$726,722. Wool does not represent the full value of the product of the sheep ranches. Tallow, pelts, hides, etc., were exported to the value of \$82,262.

A sheep ranch of 100,000 acres will employ about 25 men. The shepherds receive \$24 to \$30 per month, according to experience. The "navvies" receive about \$24 per month, but the shepherds get free house rent and fuel and have several cows free, and also the mutton they consume. The number of men employed on a ranch varies as there are times when expert workmen are needed along certain lines, notably for building, fence making, and horse breaking, so that at times there are on the ranch an additional force for such purposes. Expert carpenters, masons, fence builders, and horse breakers in the camp receive \$5 per day.

A heavy item of expense on a Falkland sheep ranch is horses. By reason of the rough camp where the horses work a large supply has to be kept. One hundred head of horses working in relays is required on a ranch of the area mentioned. The horses are imported from southern Chile and Argentina and have to be broken after arrival in the camp. On a ranch of this area about 40,000 sheep would find pasture. The sheep require no other feed than the grass, but sometimes in winter when the snow is deep and the weather cold they die by the hundreds.

A fair profit can be realized at 10 cents per pound on wool. The sheep casing industry is being operated by a German firm, but it is still in its initial stages.

Ship repairing is under the control of the Falkland Island Company. The company has constantly in its employ a competent force of scailmakers, blacksmiths and carpenters. Many ships disabled in going around Cape Horn come to Port Stanley for repairs. Mechanics receive for ship work 36 cents and common laborers 18 cent per hour, but when doing night work, as they often do, the latter are paid 24 cents per hour.

A Norwegian firm is doing fairly well in the whaling industry, but the so-called "right-whale" has almost disappeared from the waters surrounding the Falklands. The sealing industry at the Falklands is limited. Only 248 hair seal skins and 77 fur seal skins were exported in 1906.

Vast quantities of most excellent peat is found on these islands. A company has had agents here looking up matters with a view of working the peat beds for commercial purposes, but nothing definite is known here as to the outcome of the matter.

BRITISH TRADE CONCILIATION.

Consul-General Robert J. Wynne, of London, transmits the following newspaper summary of a report recently issued by the British Board of Trade with regard to the procedure of industrial conciliation and arbitration boards in the United Kingdom:

"The number of boards and joint committees for the settlement of industrial disputes known by the Board of Trade to be in existence at the present time is 194, and it is estimated that more than 1,250,000 workpeople are covered by the operations of all the conciliatory agencies. In addition, there are two boards whose work is restricted to questions affecting employees of co-operative societies, and fifteen district boards not confined to any particular trade.

"In the coal mining and iron and steel industries, wages—the most frequent cause of disputes—are in most districts controlled by conciliation boards or similar arrangements. In another large industry, the cotton trade, conciliation is provided for the spinning branch by the Brooklands agreement, while the weaving branch has a joint committee with limited powers. In the engineering trades the terms of settlement made in January, 1898, of the dispute in 1897-98, provide conciliatory methods of arranging disputes for nearly the whole of the United Kingdom. In the shipbuilding trades machinery is in existence at the important centers for avoiding a common cause of disputes, namely, the demarcation line of work between the various classes of trades employed. In the building trades conciliation boards were, up to 1905, of a local character only, but in that year a national scheme of conciliation was formed.

Of the 7,248 cases settled by conciliation boards in the last ten years, only 92 (or about 1 per cent) were preceded by stoppage of work. Most of the boards provide that all their decisions or the awards of their arbitrators shall be final and binding, and a few go further and impose a money penalty for breach of agreement or award. This penalty has in one or two cases been enforced, not only on the employers, but on the men.

Following upon the recent conference in London between the various European maritime employers' federations, steps are now being taken by each of the countries represented to appoint two delegates to the international committee, which is to formulate a scheme of international co-operation for dealing with labor disputes. The countries selecting delegates are Belgium, Denmark, France, Germany, Great Britain, Holland, Italy, Norway and Sweden. Spain was not represented at the conference, but has been invited to nominate two delegates upon the international committee, whose first meeting will be held in London.

FOREIGN CAPITAL IN JAPAN.

H. Percival Dodge, charge d'affaires at Tokyo, reports that a trial seems about to be made to introduce French and Belgian capital upon a large scale into Japan. He says:

For some years a French financier residing here has been investigating the prospects and has actually started, in connection with Japanese capitalists, several enterprises, among which are a brush factory at Okasa and a glass factory at Kobe, where an attempt is being made by means of French workmen to improve the poor quality of Japanese glass. This gentleman was in Paris when the new Franco-Japanese agreement was published and apparently succeeded in interesting a number of other French financiers and banks, among which are the Banque de Paris at des Pays-Bas, and the Banque de l'Union Parisienne, a Franco-Belgian concern. He has now just returned to Japan, accompanied by a number of French and Belgian capitalists and French engineering experts. They have been accorded a most hearty welcome by Japanese financiers and official bodies and rumors are current as to a large number of possible undertakings. The principal one is said to be a plan for constructing a large harbor at Moji, involving an outlay of 15,000,000 yen (\$7,500,000), in connection with a Japanese syndicate headed by the well-known Baron Iwasaki, the owner of the great coal mines in that vicinity. Other projects are said to be the formation of a compressor company for introducing a machine for preparing building sites, and an enterprise in the southern island of Kiushiu for cutting and exporting fine woods for the manufacture of furniture.

Undoubtedly there is at present a great need of capital in Japan for developing industrial enterprises and Japanese commercial men are endeavoring to secure foreign capital.

BELGIUM'S COAL INDUSTRY.

Belgium produces about 24,000,000 tons of coal per annum, valued at \$58,320,000. The safety of the workers has been brought to a high pitch of excellence, and the average death rate from all causes during 1901-1904 was only 10.10 per 10,000. This figure, says the British consul-general, is said to be the lowest rate of mortality attained in any country, notwithstanding the fact that the Belgian mines are deep, irregular and containing great volumes of fire damp—may be considered as among the most dangerous in the world. As regards equipment, the majority of the mines are well fitted up, and some of them have already adopted electricity as the sole motive force.

One of the serious propositions for the people of Canada to solve is the fuel supply of the future. Not a pound of coal of any kind has ever been discovered in the Province of Ontario. In the older part of the province the timber is practically exhausted. The grotesque-looking stump fences, the last remains of the once gigantic pine forests, are now being replaced with wire fences and the stumps converted into fuel.

Domestic and Naval.

Gunners of the United States battleship Georgia were declared to be the best in the Navy, according to figures of last fall's practice compiled by the Department.

Three Newfoundland fishing vessels, the Angler, Jacques and Croisade, with crews totaling 120 men, have been given up for lost, as they have not been reported since October 1, when they left Miquelon.

The schooner Jesse Barlow, from South Amboy for Rockland with 250 tons of coal, foundered in Pollock Rip Slue recently after colliding with the tug Lehigh. The crew were rescued by tug and landed at Vineyard Haven.

A notice to watch for arms reported as shipped on the steamer Alps to some Central American port yet unknown was recently cabled to President Davila of Honduras by the Honduran Consul at New Orleans.

Harrison Loring, who started one of the first plants in the United States for the building of iron steamships and who was President of the Brine Transportation Company, died at Boston on December 26, aged 85 years.

The steamship Caracas arrived at San Juan, on December 13, and reported that she met the American schooner Gardner B. Reynolds deserted at sea. Her decks were awash and only one mast remains. The others had been burned.

West-bound transatlantic mail carrying records were broken when the White Star liner Majestic sailed from Queenstown for New York, on December 12, carrying 5050 sacks of mail. The previous high record was made by the Majestic last year, when she brought 4579 sacks.

The British turbine torpedo boat destroyer Tartar broke all records in fast steaming in her final trials over the official course, attaining a speed of 37.037 knots. She also established a new record for a six hours' trial, covering 233 miles in that time and maintaining the unprecedented speed of 35.363 knots.

Alarm is felt in shipping circles at the constantly growing number of derelicts reported along the Atlantic Coast. These wrecks, difficult to detect even in clear weather and impossible of detection in foggy weather, are a constant menace to coastwise craft plying to North Atlantic ports.

The four-masted schooner Thomas A. Ward, of Manasquan, N. J., which was bound from Jacksonville, Fla., to New York, with a cargo of railroad ties, was abandoned in a water-logged condition and set afire at sea about 180 miles south of Cape Hatteras, N. C. Captain Curtis and crew of nine men were taken off by the schooner Judge Pennewill.

"The engineers of the Panama Canal Commission are perfectly willing that the locks should be widened to any extent that the Navy thinks necessary. We shall in a measure leave it to the Navy to settle the question, thereby making it a matter of naval expediency as to how wide the locks shall be." This will be the attitude which the Panama Canal Commission will take on the proposition which has been referred to the members for a widening of the locks of the canal to 110 or 120 feet as may seem best, according to the statement made by George W. Goethals, the chairman of the commission.

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Zonig, Oskar
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Pacific Coast Marine.

The three-masted schooner Lottie Carson, which returned to San Diego on Christmas in distress, has been taken on the marine ways, where her damaged keel and hull will be repaired.

Captain Graham was forced to run the ship Erskine M. Phelps, nine days out from Seattle, bound to Kahului, into San Francisco on December 26 as she was leaking badly.

The American ship Shenendoah arrived at San Francisco on December 26, 276 days from Baltimore, Md., via Melbourne, Aus., to which port she put in as a result of heavy weather.

The German ship R. C. Rickmers, the largest sailing vessel in the world, arrived at San Francisco on December 26, 59 days from Sydney, N. S. W.

The Pacific Coast Steamship Company's steamer President will be laid off at San Francisco for a few trips to undergo a thorough overhauling, and while she is in dock the Umatilla, Captain Riley, will take her place on the northern run.

News was brought to Victoria, B. C., by the steamship Tango Maru that the steamship Chiyo Maru, 12,500 tons, fitted with turbine engines, was launched on December 7 at Nagasaki for the Toyo Kisen Kaisha San Francisco service.

It was announced that Captain John H. Rinder, who recently left the command of the Great Northern liner Minnesota to become marine superintendent for the Pacific Coast Steamship Company, has tendered his resignation, to take effect January 1.

Secretary of Commerce and Labor Straus has announced that he has issued orders that Wood and Nushagak Rivers in Alaska be closed to salmon fishing. This action is taken that the waters of these rivers may be used in propagating salmon.

Within the next few days four steamships will leave Baltimore, Md., with coal for the Pacific-bound Atlantic fleet. The colliers will join the battleships at different South American ports. Other shipments will be made within the next month.

Isaac Brandon & Sons filed a libel in the United States District Court at San Francisco on December 21 against the Pacific Mail Steamship Company to recover \$321.74 alleged to be the damage done to fifty casks of wine consigned to the libelants by the California Wine Association on the steamer Acapulco August 24, 1907.

Because of the time lost in quarantine in Humboldt Bay, Cal., by the steamer Roanoke and George Elder, General Manager C. P. Doe of the North Pacific Steamship Company is considering the advisability of cutting out hereafter the port of Eureka on all northbound trips of the two boats.

The overdue ship Bouganville, which was quoted at 10 per cent for reinsurance, arrived at San Francisco on December 25 after a voyage extending over 193 days from Swansea. The Bouganville came around by the Cape of Good Hope route and had light and head winds during the whole passage.

Congress is to be asked to establish game laws for the protection of whales and green turtles. At the annual meeting of the Vertebrate Paleontologists of America, at Yale University, a resolution was passed asking Congress to prevent the slaughter of these deep sea animals during the breeding season.

The British bark Pass of Killiecrankie arrived at San Francisco on December 27, 224 days from Malmo. Captain Vent reports meeting with a succession of calms off Cape Horn, which lasted for five weeks. While taking in sail before a coming gale, on October 30, Adrian Person, a sailor, fell from the main yard and was drowned.

The difficulty between the Interisland (Hawaiian) Steam Navigation Company and the engineers of its fleet will probably be settled by direct negotiations between the men and the company. The settlement will probably be reached on the basis of an advance of wages to the engineers of \$10 a month all around.

The American-Hawaiian liner Isthmian was launched from the Union Iron Works at San Francisco on December 21. The Isthmian was built on Lloyd's highest class to the three-deck rule with a shelter deck. Her length on the water line is 385 feet, breadth 50 feet and depth 28 feet and 6 inches. Her displacement is 12,000 tons and speed eleven knots.

Buffeted by a gale which kept her on her beam ends for two weeks, sprang her mizzen mast, carried away her foresail and split several other sails and washed overboard 10,000 feet of lumber, the schooner Mary E. Foster, Captain Johnson, put into San Francisco for repairs, on December 27. The Mary E. Foster is bound from Grays Harbor for South American ports, her cargo consisting of lumber.

The four-masted schooner King Cyrus, from California for Astoria, Or., to load lumber, was reported in distress on December 27. The barkentine J. M. Griffiths sighted her on the 26th off the mouth of the Columbia River and from her actions she had some of her sails blown away. She had no signals of distress set. The weather was so bad that the Griffiths could not go to her

assistance. It is evident from what was seen that she has had a severe experience.

The Castor, Bouganville, R. C. Rickmers and Atlas, which were all on the overdue list, having arrived at their respective destinations during the past week, have been taken from the overdue list. The only vessels now on the list are the British ship Alacrita, 145 days out from Delagoa Bay, for Honkong, which is quoted at 25 per cent for reinsurance, and the Japanese steamer Goto Maru, fifty days out from Hakodate, Japan, with a cargo of sulphur for San Francisco, which is quoted at 60 per cent for reinsurance.

Peter Olsen, a seaman on the steamer Harold Dollar, was seriously injured at San Francisco on December 24 by being caught between the rail of the vessel and a pile of lumber. The vessel was discharging her cargo of lumber at Meigs wharf and one of the slings of lumber struck him, crushing him against the rail. He was treated at the Central Emergency Hospital for internal injuries.

The overdue bark Castor, from Valparaiso for Portland, Or., on December 23, put into Esquimalt in a crippled condition, with one seaman dying, her spars and deck sprung and sails blown away. The Castor left Valparaiso on September 15 and arrived off the Columbia-River bar on November 15. She was then sighted by the weather observer. On the 16th and 17th she tried to sail over the bar, which was breaking heavily, but was compelled by a heavy southeast gale to put to sea.

After occupying 495 days on the passage to San Francisco from Philadelphia the American ship Kenilworth has accomplished nearly one third of the journey, and she started from Rio Janeiro to grapple with the remaining two-thirds on December 17. She left Philadelphia on August 11, 1906, for San Francisco. On February 11 she put into Montevideo in a damaged condition, having met with several hurricanes, during which she lost a number of sails and was almost dismantled. She left Montevideo on April 4, after undergoing repairs, but again encountered heavy weather, which drove her back to Rio Janeiro, on September 4, in a badly shattered condition. Since that date the Kenilworth has been repaired, and on December 17 she started out in another attempt to reach San Francisco.

The figures made up for the whale catch this season show that there was a considerable decrease in the amount of oil brought to San Francisco from the north, compared with that landed there last year. On the other hand, large increases are shown in both bone and ivory over last year. In 1906, 2475 barrels of oil were obtained, as against 300 barrels for 1907. The bone for 1907 was 128,800 pounds, as compared with 34,170 for 1906; and ivory 900 pounds for 1907, as against 235 pounds for 1906. The falling off in the amount of oil this year is largely accounted for by the fact that it can not compete with California mineral oil. The figures for the northern whaling operations include 917 fur and 277 fox skins. In every way, except the production of oil, the whaling season just closed has been the best for years.

Judge Hanford, of the United States District Court at Seattle, Wash., ruled in a decision handed down on December 26 that the unseaworthiness of a vessel when chartered, or the incompetency of the master placed in charge by the owners, is sufficient cause to release the charterer from any agreed responsibility for the uninjured arrival of the cargo at ports of discharge. He ruled that even a clause in the charter contract expressly stipulating that the owner is exempted from liabilities for the safe delivery of the cargo is rendered null and void by the existence of these conditions. The decision also states that "the delivery of a vessel to the charterer in an unseaworthy condition, by reason of inherent weakness, or by placing an incompetent master in charge constitutes a breach of contract which absolves the charterer from the responsibility which he agreed to assume."

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail, - \$2.00 | Six months, - - - - \$1.00
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Changes in advertisements must be in by Saturday noon of each week.

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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 1, 1908.

OLD FRIENDS, AND NEW.

A pleasing feature of the recent Seamen's convention was the fraternal greetings extended to the delegates, and through them to the membership at large, by a number of visitors. The address of welcome was delivered by Mr. John J. Fitzpatrick, President of the Chicago Federated Trades Council. No more appropriate selection for that function could have been made, and no one could have done more credit to the occasion than did Brother Fitzgerald. That gentleman's words of good cheer, delivered in the name of the labor movement of the city, were an inspiration to his hearers and were warmly appreciated. President Fitzgerald did full honor to himself, to the high office which he holds and to the organized seamen of the United States.

The addresses delivered by Brothers Mulcahy and Johansson, of the Amalgamated Woodworkers, were welcomed as the counsel of old friends. The presentation by these friends of a handsome ebony gavel, bearing the label of the Woodworkers, added to the pleasure of their visit, besides affording the convention an opportunity to reaffirm its position on the subject of the union label in general.

In the strictly personal sense the most pleasing of these amenities was the part taken in the proceedings by Mr. Thomas J. Elderkin, formerly Secretary of the Lake Seamen's Union and first Secretary-Treasurer of the International Seamen's Union of America. Comrade Elderkin's presence in the convention created an atmosphere of re-union, the more impressive by reason of the fact that Chicago is the birthplace of the International. Comrade Elderkin delivered an address, in which he reviewed the early life of the International and cited his own experiences in the days when that body was hardly more than an evidence of faith. The convention expressed its appreciation of Comrade Elderkin's past services by extending to him the privileges of the floor throughout the sessions.

The twelfth annual convention of the International Seamen's Union of America will long be remembered by its works, and not least by

the works of its friends. We extend our sincerest thanks to the gentlemen who honored the Seamen's convention by their presence and messages of advice and encouragement, and assure them that their friendship for the men of the sea will grow warmer and stronger as the years accumulate.

A FALSE ALARM.

Los Angeles, Dec. 22.—Resolutions requesting Congress to modify the Chinese Exclusion Act in a manner favorable to increased immigration from China were adopted to-day at a meeting held in the Temple Auditorium, where Rev. Robert J. Burdette presided.

Attorney F. S. Yager of this city termed the present Exclusion regulations harsh and absurd, asserting that they brought about the deportation of many aliens who were entitled to residence in this country. Other addresses, including one by Dr. Burdette and two by other clergymen, were delivered in the same strain.—Press Dispatch.

The unwary reader might be led by the foregoing news item to deduce the existence of an anti-Exclusion sentiment in California. We can assure the said reader, and all other readers, that no such sentiment exists, either in California or in any other locality where the Asiatic problem is understood in its practical bearings. In short, the action of the meeting in Los Angeles is a false alarm, having no more significance as a criterion of public sentiment in California than would similar action by a meeting in Tokio or Peking.

In the first place, Los Angeles is not in California, except in a geographical sense. In every other sense the "City of Angels" is in a class by itself, having nothing in common with the surrounding country. The denizens of that burg go there with a small competency in money and a large incompetency in everything else. The dominating motive of life (if we may use that term to describe a condition that is barely distinguishable from death) is to make one dollar go as far as five dollars may reasonably be expected to travel. The bare suggestion of larger returns to labor is regarded by the Los Angelooloo as a personal injury, a threat against his continued existence. Hence the cheap-labor sentiment that actuates the species. Los Angeles wants cheap labor—Cholo, Chinese, or whatever other kind may be procurable. The people of California, however, being both able and willing to do their own work, are opposed to the cheapening of human flesh and blood. Let it be understood, therefore, that Los Angeles speaks for herself alone, and not for California.

In strict justice, it may be well to add that the Rev. "Bob" Burdette probably speaks for himself and his little coterie of the cloth, rather than for the people at large in his section of the country, or rather of the continent. At any rate, it is noticeable that the anti-Exclusion sentiment is largely confined, in its expression at least, to the members of the preaching fraternity. If any injustice be done in this connection to the people of Los Angeles, they must blame their own silence—the silence that gives consent—amid the vociferations of their self-assumed mouthpieces. Fortunately the people of California are able to speak for themselves, and their voice is unanimously for the maintenance and extension of Asiatic Exclusion.

The California State Federation of Labor meets in annual convention at Vallejo, Cal., on Monday, the 6th inst. To the delegates assembled from every part of the State and Los Angeles the JOURNAL extends heartiest greetings and best wishes for the success of their deliberations.

LEGAL AIDERS AGAIN.

Editor Coast Seamen's Journal: Dear Sir—I have been placed in possession of an article which appeared in your valued paper, under date of October 30, 1907, headed "Legal Aiders Exposed." In that article you show that in a certain case, entitled Helsten vs. Williams, the Legal Aid Society, of which I have the honor of being the president, defended Williams, and in which you then concluded that the Legal Aid Society confines its claims within the limits of "business." I am sure that, having made this statement, you will be willing to publish the facts as we understand them. It is true that in the suit of Helsten vs. Williams the Legal Aid Society's attorney represented the defendant. The young attorney, to whom the mate Williams came for help, was deeply impressed with the statement which said mate submitted to him—a statement that he, being a poor fellow, was to be wrongly charged with having committed a wrong, which he stated he never had been guilty of. The usual letter was sent by the young attorney to the party who brought the charge against the mate, asking him to give his version of the situation, so that the Legal Aid Society's officers might determine who was in the right and who in the wrong. But the accuser, Mr. Helsten, never responded to this letter and insisted upon seeking his remedy in court. In court the attorney, for the first time, heard the version of the other side. Neither the Legal Aid Society, nor any of its officers, received one single penny from Mr. Williams for the defense of his case. The defense of Williams was undertaken by an enthusiastic young lawyer, who believed that he represented a just cause of a man so poor that he could not engage the services of a lawyer in active practice. That the poor fellow who was thus assailed in court happened to be a mate, while his accuser was not, did not relieve the officer of the Legal Aid Society from his duty to defend one, who, in his opinion, was to be wronged. If there was any error in the matter or at all, it was possibly the error of judgment of the young attorney. The fact that the Legal Aid Society wins nearly all the cases that it brings in court shows that the judgment of its attorneys appears to be pretty sound. When once in a while they lose a case, either by being confronted with testimony which surprises them and which they had no reason to anticipate, or from any other cause, this will indicate merely that they are human, but not that they are favoring the wrong side, for they never do. I remain, yours very truly,

ARTHUR V. BRIESEN,

President The Legal Aid Society.

New York, December 2, 1907.

We publish the foregoing as a matter of fair play, rather than because of any information contained in it. On the contrary, the letter of Mr. Von Briesen confirms the charge made by the JOURNAL's correspondent of October 18, namely, that the Legal Aid Society defended (fortunately without success) a ship's officer charged with assaulting a seaman. Mr. Von Briesen's defense consists in "passing the buck" to a "young attorney." The gentleman would have done better to assume full responsibility on behalf of the Society. On one point the communication of Mr. Von Briesen seems open to a question of veracity. That gentleman states that the "young attorney" sought to secure a statement from the seaman before going into court, but failed. Our correspondent, Mr. Wm. H. Frazier, states that the seaman in question "first applied to the Legal Aid Society for assistance, and was refused." We know Comrade Frazier as a truthful man. In the absence of similar knowledge concerning Mr. Von Briesen, we are compelled to resolve the question of veracity in favor of the first-named gentleman.

It only remains to be said that if the Legal Aid Society is intended as a means of aiding all and sundry, it ought to make that point perfectly clear. Up to this time the professions of that institution have been of a nature calculated to lead to the inference that it was designed for the especial benefit of certain classes (seamen, for instance) who would otherwise be unable to help themselves. With the proper information in his possession the seaman will be able to make a more discriminating selection of legal advisers.

Demand the union label on all products.

Among the matters of general import acted upon by the Seamen's convention was that of the union label. A resolution was adopted urging the members to a more insistent demand for the union label when making purchases of all kinds. This resolution was not adopted in a perfunctory spirit, and should not be regarded in that spirit by the members of the seamen's unions. Every seaman should make it a matter of craft pride—the pride that is justified by a sense of duty done—to establish a record as the most loyal supporters of the union label. The best trade-unionist is he who best supports the cause of other trade-unionists.

Other labor conventions may boast a larger attendance of delegates, but none can rightly claim any superiority of intellectual caliber over that of the recent Seamen's conclave. Of the fifty men in attendance at that gathering, not one proved lacking in the essential qualities that prove men worthy the confidence of their fellows. There wasn't a stick nor a gas-pipe in the whole bunch.

The JOURNAL wishes its readers a Happy New Year. May the future prove rich in the blessings of health and happiness to "ane an' a'!"

The season for buying presents is past, but the season for buying union-labeled goods is still with us. Honor the day by the deed!

LETTER OF THANKS.

Editor COAST SEAMEN'S JOURNAL: Sir—Members of the Sailors' Union of the Pacific, ashore at the Portland Branch, ask if you will please extend their thanks, through the JOURNAL, to the Seamen's Friends' Society of Portland, for courtesies extended to Union members on Christmas Day. Too much praise cannot be given to Chaplain and Mrs. Roper for their kindness to our members.—J. H. Hansen, John Olsen, Fritz Knopff, J. A. Hammond, H. Thomson, C. J. Lind, V. Black, Charles Smith (Cooks and Stewards), H. E. Cox, F. Uberwimer, De Aten Mans, H. Krugen, Ch. Zink.

Portland, Or., December 26, 1907.

SEAMEN'S WORK REVIEWED.

(Continued from Page 1.)

In point of time consumed in its discussion, and also with respect to its novelty, the most important matter dealt with by the convention was the jurisdiction dispute between the Atlantic Coast Marine Firemen's Union and the Harbor Boatmen of New York and Vicinity. The latter union had been chartered during the year, and claimed jurisdiction over all men employed on the vessels plying in and around the harbor of New York. In the exercise of this claim a conflict arose between the Harbor Boatmen and the Marine Firemen, the latter claiming jurisdiction over all firemen, regardless of the nature of the craft upon which they are employed.

The discussion of this question occupied two days. The case of the Marine Firemen was presented by Delegates Sullivan, Hoffman and Robertson, and that of the Harbor Boatmen by Delegate Sanderson. Many other delegates participated in the debate following the presentation of the facts in the case. Discussions of this kind, involving as they do the immediate interests of those concerned, frequently engender more heat than is desirable for the proper solution of the question at issue. Making all due allowance for this natural warmth of temper, it remains to be said that all parties to the controversy maintained an attitude creditable alike to their intelligence and to their interest in reaching a settlement that should redound not only to the advantage of those immediately affected, but also to the cause of organization among the seamen generally of the Atlantic Coast.

The decision of the convention, which in effect grants the Harbor Boatmen jurisdiction over all craft, except ferry-boats, passenger boats and sea-going tugs and steamers, was accepted by both organizations. Another feature of the decision provides that Delegates Furuseth and

Clarke (the latter representing the Marine Firemen of the Great Lakes) shall proceed to New York for the purpose of advising the organizations concerned while inaugurating the new rules of jurisdiction. Comrades Furuseth and Clarke will arrive in New York on the 3d inst., where they will render valuable assistance to all the affiliated organizations.

The jurisdiction dispute between the Marine Firemen and Harbor Boatmen elicited many expressions of regret on the part of the delegates to the convention. It was deemed unfortunate that the International should become involved in a species of controversy that has been the cause of much contention in the labor movement at large. These regrets are justifiable, of course. Yet, regarded in the light of its real source, the jurisdiction dispute presents at least one consoling feature. In many cases, at least, the jurisdiction dispute indicates growth, the growth of organization among various classes of workers, who thus come into contact with each other. Such, at any rate, seems to be the underlying cause of the jurisdiction dispute between the Marine Firemen and Harbor Boatmen. With the settlement of that dispute it is to be hoped that these bodies will thenceforth work harmoniously for their own and the common good. However, it would be expecting too much of human nature to hope that the International Seamen's Union of America will be forever free from the problems that arise in the ordinary course of active existence. There is but one guarantee against such difficulties, namely, inactivity. This guarantee, we may be sure, the International Seamen's Union will never seek nor accept. The only guarantee to be desired is that such disputes as may arise shall have their inception in honorable rivalry or unavoidable misunderstanding, and that, having arisen, they shall be settled in justice to the persons or organizations immediately affected and with a view to the advancement of the whole maritime craft.

The resolutions introduced by the delegates embraced a large number of subjects, mostly of direct bearing upon the conditions of seamen. Resolutions were adopted favoring legislation for the better inspection of Lake steamers and for the abolition of the tow-barge evil; reindorsing the Spight bill, for the establishment of a manning scale and other improvements on board ship; opposing the Ship Subsidy bill; favoring legislation to protect the salmon fishing industry, and to prohibit vessels from going to sea before their hatches are battened.

In keeping with annual custom, provisions were made for the continuance and extension of organizing work in the various localities, especially in the Atlantic and Gulf Districts. The latter locality affords a ripe field for the organizer, and every possible effort will be made during the coming year to bring the seamen of the Gulf into the fold of unionism. In addition to the usual provisions for the maintenance of organizers, two organizers were allotted to the Pacific District, one to work in conjunction with the Marine Cooks and Stewards and another to work with the United Fishermen. The unions in the Lake District will inaugurate an organizing campaign on the Canadian side of the Great Lakes, which will doubtless produce good results.

Among other amendments to the Constitution was one enlarging the Executive Board from six to eight members. The offices thus established were filled by the election of Delegates Stack and Hylen, the former representing the Lake Firemen and the latter the United Fishermen of the Pacific. The enlargement of the Executive Board will increase its efficiency, not only by the more representative character of its personnel, but also by the well-known ability of the comrades chosen to fill the new offices.

Among the propositions of a general character adopted by the convention were the following: Favoring the establishment of Postal Savings banks; favoring the passage of a Japanese Exclusion Act; urging a more general demand for the union label, and protesting against "Government by Injunction."

So far as it is possible to judge the work of such a gathering in advance of practical test, the Chicago convention of the International Seamen's Union of America may fairly be regarded as a success. In point of numbers it exceeded any of its predecessors; in point of intelligence the same may be said, if not of the individual delegates, at least of the aggregate. Without fear of being charged with undue partiality toward our own, we assert that no more intelligent and industrious body of men ever assembled in the name of labor, or of any other cause, for that matter. In a word, the delegates were in every way worthy the trust reposed in them and the great craft which they represented. Throughout the entire proceedings the convention was harmonious and dignified. The delegates vied with each other in application to their allotted tasks and in a sincere desire to make the most of the opportunity presented to them to advance the great movement of which they were for the time being the leaders, advisers and custodians. Should the fruits of the Chicago convention fall short of expectation the fact will be due to human fallibility, not to any lack of care and industry in sowing the good seed.

Now that the delegates have returned to their respective constituencies, the JOURNAL, in the name of the membership at large, wishes them the fullest possible reward of their labors—the lively consciousness of duty well performed.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 30, 1907.

Regular weekly meeting was called to order at 7:30 p. m., A Seaman in the chair. Secretary reported shipping dull. The following were declared elected delegates to the Vallejo convention of the California State Federation of Labor: E. Ellison, E. A. Erickson, Harry Ohlsen, P. Scharrenberg, Charles Sorensen and A. Seaman.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Dec. 23, 1907.

Shipping dull; prospects slightly improving.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Dec. 24, 1907.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 23, 1907.

Shipping and prospects poor.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Dec. 23, 1907.

Shipping and prospects medium.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Dec. 23, 1907.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 24, 1907.

No meeting; no quorum; shipping and prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 23, 1907.

Shipping improving; prospects fair.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Dec. 16, 1907.

Situation unchanged.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 26, 1907.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to John Thomas, wrecked on the schooner M. Tuft. Balloting for officers was proceeded with.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Dec. 19, 1907.

Shipping quiet.

ARTHUR KNOWLES, Agent pro tem.

San Pedro Agency, Dec. 19, 1907.

Shipping quiet.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 24, 1907.

Shipping quiet.

WM. H. FRAZIER, Secretary.

1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Dec. 21, 1907.

Shipping slow.

HANS FALK, Secretary pro tem.

15 Union St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

Headquarters, New York, N. Y., Dec. 17, 1907.

Shipping slack; prospects uncertain.

H. P. GRIFFIN, Secretary.

42 South St.

DIED.

Peter Walvas, No. 43, a native of Russia, aged 31, drowned from the schooner Willie R. Hume, at sea, on Nov 27, 1907.

John Wirken, No. 715, a native of Russia, aged 24, drowned from the steam-schooner Noyo, at Fort Bragg, Cal., on Dec. 23, 1907.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

BIG REPAIR JOB.

Now in the dry-dock at Ecorse, the steel steamer William E. Reis has furnished one of the most difficult wrecking jobs known on the Great Lakes, and the most serious case of marine surgery at any yard during the winter. To all practical purposes the vessel was broken in two as she lay on the bottom of the St. Clair River, near Algonac, after the collision with the steamer Monroe Smith. That Wrecking Master H. W. Baker recovered the boat is greatly to his credit, and a surprise to many marine men.

To give a list of the injuries to the Reis requires some space. An idea of her condition may be gained from the statement that something like eighty-five hull plates and forty tank top plates are to be removed, quite a portion of them to be replaced with new sheets. The interior of the after cabins must be stripped of every particle of woodwork, as the water has twisted the paneling all out of position.

It must be said to the lasting credit of Chief Engineer Louis Minnie of the wrecked boat that the machinery is in first-class condition. Within two hours after the steamer was pumped and at the surface of the river, Minnie had the dynamo going and the electric lights burning. As the water lowered in the boat he at once turned steam into the pipes, which were covered with asbestos, and this heat dried the fireproof covering and saved an additional cost of placing the vessel in condition for service.

Beside the great gaping hole on the port side of the steamer, and the break in the deck extending from the hatch clear down to the bilge, the bottom of the ship is pushed upward about four feet for a distance of seventy-five feet, beginning forward of amidships. Above this great hump in the bottom the tank top is similarly forced out of position, and is broken in one place, showing quite a quantity of ore on the boat's bottom, where it has fallen because of the break. Back near the boilers the bottom of the boat is again pushed upward four inches for a distance of several feet. Two of the bulkheads in the vessel must be taken out and renewed. Nine of the main deck beams are buckled and several of them are broken.

It will be necessary to cut the hull in two in the dock after adjusting the two parts to rebuild the portion which is so thoroughly destroyed.

A small army of workmen is battling with the injured steamer, but she will hardly come out of the dock before March of next year.

DELEGATES TO CONFERENCE.

Following are the delegates elected to the Lakes Conference of the Lake Seamen's Union, to be held at Chicago, beginning on January 13, 1908:

Wm. Penje, General Secretary; Wm. Curry, Geo. Hanson, Thos. Fleming, Thos. J. McCoy, W. H. Jenkins, Fred Huehns, Wm. Shaw, V. A. Olander, Thos. A. Hanson, Gus Pederson, Jas. R. Scanlan, Wm. L. Smith, Wm. Sullivan, Val Duster, Thos. Lester, Wm. Clark.

CLAIMS FOR LARGE AMOUNTS.

Cases involving large amounts are included in the admiralty docket before Judge Swan in the United States District Court at Detroit. There are more than two score suits on the schedule and dates for hearing them run until February 25.

Collisions take a prominent position on the docket, there being fifteen such cases. Perhaps the largest sum claimed in such manner is found in the suit by the Lehigh Valley Transportation Company, owner of the steamer Bethlehem, against the steamer Australia and schooner Polynesia of the Corrigan fleet. These boats were in a mix-up in the St. Clair River, the past season, and the Bethlehem and the Australia both went to the bottom. The owners of the Bethlehem claim \$128,000 for damages to vessel and cargo and other loss.

Another claim of \$60,000 is made by the Lake Transit Company, owner of the steamer Selwyn Eddy, against the steamer Van Hise and the barge Maida of the Pittsburg Steamship Company. The Eddy was badly damaged in a collision with the barge near Sandwich, early this year, and was beached on the Canadian side to prevent sinking.

Another interesting case is that of the United States against the steamer Binghamton. It will be remembered that the Binghamton and the Government steamer Hancock collided in Lake St. Clair about two years ago, and the Hancock was sent to the bottom. Enough of her hull was raised to permit of her reconstruction under the emergency repair clause of the Government's economic plan, and she was rebuilt at Detroit. The Government would like to see the color of about \$18,000.

A large sum is involved in the suit of the Rutland Transit Company against the steel steamer Uranus of the Gilchrist fleet. The Uranus sank the steamer Governor Smith in Lake Huron two years ago, and the loss was a heavy one.

Several cases of minor importance, not involving collisions, have been settled and a few others are likely to take the same course.

CLOSE CALL FOR SAILORS.

Milton Brown and four other sailors nearly lost their lives in the hold of the steamer Presque Isle. They were using a pail of burning charcoal in making repairs, and this exhausted the oxygen. When they realized that they were being overcome they staggered toward the open hatch, but fell unconscious at the foot of the ladder. Mate Burt Johnson discovered their condition, and leaping down the ladder, he carried them one by one to the open air. An hour's hard work was necessary before the men returned to consciousness.

During the season 921 vessels arrived at Fort William and 968 departed. Coal receipts at the Canadian port were 900,000 tons.

Milwaukee received 242,225 tons of ore during the past season. In 1906 the receipts were 290,470 tons.

SHIPBUILDING IN 1907.

Lake shipbuilders made a big record in 1907 in spite of the fact that a number of plants were tied up by labor troubles during the early part of the year. Much time was lost on account of the strike of the shipbuilders, but forty-four vessels were launched during the year, and, with the exception of about four, all the steamers that were ordered for 1907 delivery were turned out. Three steamers that were completed were not placed in commission on account of the let up in the freight movement during the latter part of the season.

All the steamers that were turned out at Lake yards were bulk freighters, except three. Two package freighter steamers were completed and the big side-wheel steamer City of Cleveland, which was destroyed by fire last May, would have been ready to take her run on the Cleveland and Detroit route in June.

The American Shipbuilding Company leads the list with thirty-three of the forty-five vessels that were launched. With the exception of the passenger steamer City of Cleveland, and the package freighter Wisahickon, all the steamers were bulk freighters. The Great Lakes Engineering Works, of Detroit, turned out ten steamers, and all the boats except one were placed in commission. Three steamers were launched at the yard of the Toledo Shipbuilding Company during the year.

Many of the new boats were late coming out and some of them only made a few trips. The average capacity of the new bulk freighters is about 9,000 tons. The new tonnage represents many millions of dollars.

ANOTHER BIG CANAL.

A great modern ship canal between Lake Michigan and Lake Superior, to be started before 1909 and finished by 1913, is projected in a bill introduced in Congress by request by Representative E. L. Hamilton, of Michigan. The canal will cost several million dollars, but it would cut off many miles of stormy Lake Superior travel for hundreds of boats and would bring Chicago and Duluth closer.

The parties seeking the right-of-way granted in this bill are partly Michigan and partly Illinois people. They are George W. and Edward Dolan, Jr., Edward and F. B. Sprague, Lawrence E. O'Mera, John H. Mauritius and Lincoln H. Titus. They will go before the Ways and Means Committee and push their bill.

The route planned is by way of Whitefish River, Mud Lake, Au Train Lake and Au Train River. The plans must be approved by the Secretary of War. The bill carefully provides against tolls for military and naval craft, against the closing of navigation and against unfair tolls or tolls on naturally navigable waters.

Michigan Legislatures and the constitutional convention have heard many rumors of this big canal project, but the present bill is the first to come before Congress.

WINTER FLEETS.

Chicago.

MAIN RIVER.

Steamers—Geo. N. Orr, Arthur Orr, Utica, Mohawk, Tuscarora, Alaska.
Schooners—John Mee, G. L. Wrenn, Geo. A. Marsh.

NORTH BRANCH.

Steamers—F. L. Prince, Jas. R. Langdon, A. D. Davidson, Robert Wallace, Jessie Spaulding, Rutland, J. S. Keefe, John Lambert, Oregon.

Barge—Mowatt.

Steamers—J. D. Marshall, C. F. Bielman, City of London, Panther, W. P. Rand.

Barge—Mary E. McLachlan.

Steamer—Black Rock.

Barge—Connelly Bros.

Steamers—Walter Vail, Aderamlet.

Barge—Harold.

Schooner—Geo. Boyce.

Steamer—Amazonas.

Barge—Montezuma.

Steamers—P. D. Armour, Niko.

Schooners—Lake Forrest, Ida.

Steamers—I. W. Nicholas, Aurania, Culligan.

Schooners—Berwin, Carrier.

Steamers—Robert Mills, Jas. Watt, Jas. B. Eads, Cambria, Matoa.

Schooners—Ellen Williams, Minnehaha.

Steamer—Bermuda.

Barge—Campion.

Schooner—Lucky.

Steamers—T. S. Christie, Peshtigo.

Schooners—Grace M. Filer, J. H. Mead, Butcher Boy, Bertha Barnes, Lotus.

Barge—Halsted.

SOUTH BRANCH.

Steamers—Niagara, Shenandoah.

Schooners—J. V. Taylor, Geo. Sturges.

Barges—City of Chicago, Lizzie A. Law, Ashland, C. E. Redfern, Tuxbury, Ida Corning, A. B. Norris, S. J. Tilden, Marvin, D. L. Filer.

Steamers—Oscoda, Louis Pahlow, L. Ed. Hines, L. L. Barth, W. H. Sawyer, Trude R. Wisner, Philetus Sawyer.

Schooners—Isabella Sands, Horace Taber, Richard Mott.

Steamers—Ralph, Muller, Kalkaska.

Barge—R. L. Fryer.

Steamers—Prentice, Emma Thompson, Mathew Wilson.

Barge—W. McGregor.

Steamers—W. B. Morley, Uganda, Lewiston.

Barge—Annie M. Petersen.

Steamer—Starruca.

South Chicago.

Steamers—Edenborn, Empire City, H. S. Holden, J. L. Weeks, Wm. R. Linn, J. J. Hill, Manaloo, Jno. W. Gates, P. M. No. 16, Kearsage, Alex. McDougall, Walter Scranton, Mary C. Elphike, E. H. Garey, Geo. W. Perkins, H. C. Frick, Wm. E. Corey, Baker, J. P. Morgan, Cole, J. C. Morse, Amasa Stone, G. F. Williams, Jos. Sellwood, Watson, Wisconsin, Uranus, F. W. Gilchrist, Admiral, T. W. Cranage, M. A. Hanna, Geo. Stone, W. E. A. Clark, Wilkesbarre, Van Hise, Sir Robt. W. E. Bunsen, Sir Henry Bessemer.

Ashtabula.

Steamers—Geo. B. Leonard, F. H. Goodyear, G. A. Flagg, Hemlock, Capt. Thos. Wilson, Republic, Smith-Thompson, B. Lyman Smith, H. H. Brown, Robt. L. Fryer, Paul Stackhouse, Wariner, Alex. Maitland, R. S. Warner, G. W. Thompson, Maruba, Mariska, Manola, Rockefeller, Wm. P. Palmer.

Duluth-Superior.

Steamers—D. M. Clemson, Cornell, Carter, Chili, Black, Wisconsin, Aug. B. Walvin, Penderis White, H. P. Bope, Ball Brothers, Woodruff, Jas. H. Reed, Penobscot, Queen City, Reynolds, Saturn, M. C. Neff, Easton, C. W. Moore, America, Newsboy, Wells, J. C. Wallace, Troy, Walker, Zimmerman, Orinoco, Ohl, W. M. Mills, Olympia, Millenokett, Princeton, Oil Barge No. 86, Sonoma, Sylvania, Socapa, Squire, Steel King, Schuck, Salt Lake City, Shaughnessy, S. S. Curry, Heffelfinger, Cuddy, Hecker, Coulby, Grammer, Jas. E. Davidson, Ellwood, Lynch, Jones, W. B. Kerr, Hoyt, Hoover & Mason, Mataafa, (Big) Mather, L. C. Hanna, Hutchison.

The bulk freighter Jacob T. Kopp, building for the Pennsylvania Steamship Company, has been launched at the Ecorse yard of the Great Lakes Engineering Works. The Kopp is a duplicate of the steamer Boland and is therefore 500 feet over all, 480 feet keel, 54 feet beam, and 30 feet deep. She will have 14 hatches, spaced 24 feet centers. Her engines will be triple-expansion with cylinders 22 1-2, 36 and 60-inch diameters by 42-inch stroke, supplied with steam from two Scotch boilers, 13 feet 9 inches by 11 feet 6 inches. She will carry 8,000 gross tons.

LAKE LETTER LIST.

Tonawanda.

Anderson, Frank
Anderson, Edward
Anderson, W.
Anderson, Carl
Anderson, Carl Antone 2
Anderson, Oskar
Amunson, Cornelius 2
Bentsen, Albert 2
Bentsen, Abraham
Bohn, A. F.
Boudon, Fred
Brinniers, Don Hur K. 2
Brown, Clarence J.
Brown, Joe
Brown, Fred C.
Burgess, James 4
Burtete, William
Campbell, Christ
Carlson, Charles
Cattanach, Ralph
Churbuck, E. W. 2
Clare, Frank
Cunningham, John
Conrow, Frank
Conger, Joseph
Collins, Arthur
Cowan, Maurice C.
Christiansen, Loftus
Christiansen, Chas.
Cook, Henry
Coleman, Arthur
Dully, A.
Duecks, Louis
Hansen, Thargrin
Donaldson, A. E.
Edwards, Elias
Engelsen, T. M.
Frantz, Ross
Ford, John
Gallagher, Jack
Gillgrin, Peter
Green, J. S.
Hanson, A.
Hanssen, Harry
Halvarsen, Ingwald
Huby, Edmon J.
Hansen, Martin
Higgins, Stephen
Hanson, A.
Hansen, Geo.
Hansen, P.
Hansen, Amund
Hansen, Carl Otto
Hansen, Einar
Hampton, S.
Johnston, Oscar
Jensen, Christ
Justesen, Oscar
Johansen, Martin
Jakobson, August
Johannsen, Einar
Johnsen, Ole

Johansson, Carl
Jamierson, William
Jacobson, Aug.
Johnson, Albert
Jacobson, John
Jeferesen, George
Jensen, John
Karlsen, Karl A.
Karlaske, Michael
Loven, William
Larsen, C. E.
Larsen, L.
Lindgren Viktar
Larsen, Charles E.
Larsen, Hans
McCall, Pat
McDonald Murdock
McIlwraith, Chas.
McIntile, John
McLeod, Thomas
McMullen, Robert
Miller, Hans
Mathiasen, Oscar
Mickle, John
Nilsen, Miles B.
Olsen, John L.
Org, A.
Olsen, Johannes
Osterdahl, H. B.
Olsen, Johan
Olsen, Fritjaf
Olsen, Karl Johan
Olsen, John B.
Ommendsen, Fallak
Parker, John E.
Pedersen, Peter
Pedersen, A.
Pedersen, A. N.
Rankin, Joe W.
Ringer, Clarence
Roeskala, Oskar
Rindell, C. A.
Rolle, Nelson
Rowland, Chas. W.
Riley, John
Stalls, William
Segulla, Mike
Steele, John
Sassen, Durk
Stakes, Edward
Snaknear, Ed.
Sutton, Charles
Sullivan, S. T.
Sheldon, H. A.
Tuftzean, James M.
Treyman, Bill
Teho, Henry
Tams, Joe
Waters, Frank
Wells, George
Yerkes, Mr.
Young, James

Canadian firms, who, it is said, will have new vessels on the Lakes next year are: James Sorg, Kingston; Calvin & Co., Garden Island; R. O. MacKay, Hamilton; Matthews & Haggerty, Toronto.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.
AGENCIES.
DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Thrd Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Thrd Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Thrd Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.

Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schliffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.

Groceries—James Butler, New York City.

Tobacco—American and Continental Tobacco Companies.

Whiskey—Finn Distilling Company, Pittsburg, Pa.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Rooflof & Co., Philadelphia, Pa.

Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.

Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Diston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.

Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Lerch Bros., Baltimore, Md.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondsville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.

Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Tavior & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

CANADA'S FUEL PROBLEM.

One of the serious propositions for the people of Canada to solve is the fuel supply of the future. Not a pound of coal of any kind has ever been discovered in the Province of Ontario. In the older part of the province the timber is practically exhausted. The grotesque-looking stump fences, the last remains of the once gigantic pine forests, are now being replaced with wire fences and the stumps converted into fuel for the furnace and stove. Hard coal is 40 per cent higher than it was ten years ago, and the supply of late years is not equal to the demand during part of the long severe winter. This condition of affairs has caused many experiments to be made during the past decade to convert the inexhaustible peat bogs into fuel for domestic use. Hundreds of thousands of dollars have been expended in perfecting machinery to dry and manufacture the crude bogs into bricks for fuel. It is alleged that one firm in Montreal alone lost \$380,000 in trying to solve the difficult problem of manufacturing peat fuel.

The peat deposits of the province cover thousands of acres, where the crude material to furnish fuel for a century can be obtained at a small cost. The peat fuel that has been manufactured so far has been a success as a fuel, but the expense has been too great in the process to make it a success financially. The incentive to the inventor of machinery to convert the crude peat into commercial fuel is great, for it will not only make the one who succeeds a fortune, but a public benefactor to mankind. Experiments are constantly going on, notwithstanding that great fortunes have already been sunk in the past. The latest is by a firm at Dorchester, near London. The process is a new one, entirely different from what has been tried before, and is as follows:

Over the top of the bog has been placed a series of railway tracks about five yards apart, and over them run what are called collectors. The collector can be compared to a large electric can equipped with a suction pan. From the side of the car protrudes a long pipe, perhaps two feet in diameter, at the end of which is a shoe with a "lip," through which the dry peat dust on the surface of the bog is drawn into the pipe by suction and deposited in the car.

As the car moves along the rail the amount of peat which is drawn up is scarcely perceptible to the naked eye, and yet one collector will pick up fifty tons of dust a day. The sun quickly dries the exposed surface which has been uncovered by the collector, and the same process is then repeated.

The dust is taken from the collector into the factory, and run through a large pipe, or covered trough, through which runs a screw similar in shape to an augur. Around the outside of the pipe or trough is a steam jacket placed several inches from the pipe to allow steam to pass through the space between, in order to dry out the dust passing through the inside of the pipe. The dust is ground fine enough to pass through 100 mesh—or in other words, finer than flour. The dried-out dust is then placed in a unique press at a temperature of 200 degrees and at a pressure of 80 tons formed into bricklets. In two days after going through the press the bricks are harder than coal and

nearly the same color. Even more remarkable, however, than the bricklets is a process by which the dust itself can be treated and used as fuel in large furnaces. The dust after being treated is blown into the furnace in the same fashion as coal dust is used in brickkilns, and one advantage of the peat dust over coal is that it explodes and makes gas within ten feet after being blown into the furnace, while coal dust must go twenty feet before forming into gas. The heat of the former fuel is also said to be much greater. The inventor of this new process is Dr. John McWilliam, of London, Ontario.

SIXTEENTH CENTURY PIRATES.

The Dutch first and then the French played such havoc at the Azores with the returning plate ships that from 1588 a strong escort known as the Indian Guard met both the West and East Indian ships at those islands and conveyed them to Spain; the French then improved upon the Dutchmen's method by sending a fleet to the New World in 1533 which sacked Cartagena and several other places on the Spanish Main, though all that was done by both French and Dutch was hardly more than sporadic, and until the English mariner marked the plate fleet for his prey the Spaniard hardly noticed his losses at the hands of others; but from the day Sir Francis Drake sailed into the Caribbean the galleon's security vanished, and her wake across the seas was fouled with drifting spars, shattered hulks and blazing wreckage. After a bold attempt upon Nombre de Dios, which he called "The Treasure of the World," Drake withdrew to a secluded spot and entered upon a system of predatory warfare that drove the Spaniards to distraction. How many galleons fell victims to his daring there is no means of knowing; the San Felipe and the Cacafuego, the Glory of the South Seas, are but two of the many charged up against him by the Spaniard, who lost nearly \$2,000,000 in these captures alone; and how thoroughly he swept the seas we can only judge by the terror and panic the mere mention of the name El Draque inspired. Drake next sailed through the Straits of Magellan and burned and plundered his way up the west coast of South America, and in the frenzy aroused by this attack Spain put forth great efforts to fortify the Straits, but from fraud and mismanagement the attempt failed. The reckless daredevil courage of the British sailor of this period has never been surpassed. Captain Whiddon's attack upon a galleon fleet of twenty-four sail and the immortal fight of the little Revenge when, alone and unsupported, she accounted for seventeen out of a fleet of fifty-three heavy galleons before the waves closed over her deck, have been seldom paralleled and never surpassed.—John C. Fitzpatrick in Scribner's.

The Universalist Church in America embraces 945 parishes, possessing church edifices and other property to the value of \$11,000,000. There are 728 clergymen and 35,000 communicants. Four colleges, three theological seminaries, schools of law, medicine, dentistry and engineering, and several academies are supported by the denomination, and these have in all nearly 3,000 students.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienkrantz & Sons, Aptos, Santa Cruz County, Calif.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

CEYLON PEARL FISHERIES.

In a report from Colombo, Consul E. A. Creevey says that of the world's great fisheries none can compare either in point of antiquity or in the continuity of their prosecution with the pearl fisheries of Ceylon, which he thus describes:

The pearl banks of Ceylon date back to the sixth century before Christ. It is recorded that Vijaya, the first Singhalese king of Ceylon, in the year 550 B. C., presented his father-in-law, the Pandyan king of Madura, "a gift of pearls," thus indicating a settled fishery for pearls on the coast of his dominion prior to the historic date.

A former Ceylon marine biologist states that no statistics exist of the revenue from pearl fisheries under Portuguese rule, while under the Dutch, from 1666 to 1796, the government proceeds varied from \$7,000 to \$340,000 annually. England took control in 1796, and two years later the revenue went up to \$710,000. The fluctuations, however, were heavy, the income from pearls dropping in 1815 to less than \$2,000. In 1904 the government received from this source \$345,310; in 1905, \$797,683, and in 1906, \$446,064. The biologist says further:

From 1809 the fishery, although receiving more intelligent and careful attention than ever before, and in spite of better appliances and the aid afforded by more reliable charts, did not until recent years show the improvement that was expected. In spite of every care on the part of the inspectors, long series of recurring failures took place, cycles of good years alternating with long cycles of blank years. Finally, in 1900, after a continued failure of the fishery for ten years, the governor of Ceylon decided again to appeal to science for aid, and two scientists arrived in Ceylon in 1902 to carry out investigations on the spot. Even at this recent date no exact data existed. Nothing was known of the habits of the pearl oyster; the causes of its erratic appearances and disappearances were obscure, and the origin of Ceylon pearls had never received satisfactory study. The influence of varying conditions of environment were quite unknown. Even the question of whether the sexes were separate or united in each individual was open. To-day nearly all these problems have been solved, and the results of the researches appear in five bulky volumes published by the Royal Society.

We know now the chief causes which have prevented annual fisheries, and the general life history of the pearl oyster has been worked out in detail. As a consequence, measures can now be taken to counteract many of the adverse influences at work and to decrease the number of naturally barren years. To attain such results large expenditure and a complete reorganization of the methods and system was, however, necessary. The Ceylon government was unwilling to face this, and accordingly decided to revert to the lease system recommended one hundred and sixty years ago by the most capable governor which the Netherlands ever gave to Ceylon. The fishery of 1906 was the last under old auspices; the fishery is now leased to the Ceylon Company of Pearl Fishers, Limited, for a term of twenty years from the beginning of 1906, under conditions which bind the lessees to carry out a great cultural program and costly permanent improvements. The rental to be paid is 310,000 rupees (\$100,573) per annum.

Marichchikaddi has, during recent years, succeeded Silvatturai, and will probably become the permanent fishing camp, because its location affords easier access to the Cheval and Periya paars, and is the only suitable place for fishing the Muttuvaruttu paar. In December it is a waste, given over to a couple of hundred poverty-stricken villagers and herds of wild or half-wild buffaloes. In January work begins, and by February the miracle is wrought. Day after day vessels of many descriptions arrive from India and Colombo, disembarking a motley crowd of pearl merchants, oyster buyers, divers, traders and coolies by the hundreds. By the magic of the cadjam and of bitter necessity a town arises, and within a week this pearl metropolis of the world has a population of 40,000 to 50,000—a city inhabited by workers only. A thoughtful government has already established an ample police force, a sanitary corps, hospitals with a trained medical staff ready for every emergency, a ministry, postal and telegraphic services, custom-house, and harbor master's office. The main street is an open thoroughfare 40 feet broad, with shops on the one side and the quarters for the divers on the other. Mr. Herbert White, in his recent report to the Ceylon Government, writes:

The equipment of the pearl merchant is small. It consists of a black or bright red cloth (oppakku), on which the pearls are exhibited, a pair of scales and weights, and a number of sieves of varying sizes, by means of which the pearls are valued. The only other article connected with the business in the boutique is a safe. The cry of the bazaar is "chipi" (oyster); every one is either investing in oysters—it may be a few to open on the spot, or a large quantity to be subsequently washed—or else hurrying off with a find to get a good price from the merchants. The scene of the fishery soon becomes an oriental fair, with its daily lottery, easy investments (an oyster can be bought for 6 cents, or 2 cents United States gold), and quick returns. While the bazaar affords an interesting picture of the gathering at the camp, the business of the merchants who buy oysters in large quantities is on the seashore, where are built the "toddis," or inclosed places. There the oysters are heaped in thousands to decompose and be devoured by the flies, which are soon attracted in millions to the spot. The shells and what remains in them are then washed out in "ballams" filled with water, and the pearls are picked out from the dregs. The process is long and tedious, and the smell of the decaying oysters is very offensive at this part of the beach, but fortunately the winds from the north and the east which prevail during the fishery carry away the smell from the camp.

At midnight a signal gun is fired and by sunrise the fleet, numbering sometimes 250 boats, is at anchor around an old bark which serves as a mark on the center of the fishing ground. A signal gun is fired from the inspection ship to begin operations, and the sound of the gun has not died away before there is a great splash as half of the divers drop into the sea. The following, taken from "Twentieth Century Impressions of Ceylon," refers to divers and their methods:

All save the Malayalam divers, who plunge head foremost from a springboard, descend to the bottom in an upright position, carried swiftly down by a weight on which they place their feet—a stone of 40 to 50 pounds

in the case of the local divers, a lead of not more than 10 pounds in that of the Arabs. Each diver is tended by a "manduk," whose duty consists in the care of two ropes slung over a rude rail above the side of the ship and which are attached, respectively, to the diving stone and oyster basket. When ready to descend, the diver, if he be a Tamil, adjusts the basket on the top of the diving stone and secures it in position by placing one foot upon it. He draws a long breath, closes his nostrils with the fingers of one hand, raises his body as high as possible above the water to give force to his descent, and then suddenly releasing the loop that supports the stone, is carried swiftly to the bottom. An Arab diver closes the nostrils with a horn clip suspended from a cord slung around the neck. His descent is slightly less rapid than that of the Tamil, and this tends to lessen the danger to which the drum of the ear is subjected if insufficient time be allowed for adjustment to the heightened pressure on the sea bottom.

On reaching the bottom the diver steps off the sinker, slips the noose of the bag or basket round his neck, and swims slowly over the bottom, transferring to his bag all the oysters he can see. Meanwhile his manduk has hoisted up the stone and adjusted his rope in position on the rail ready for the next diver. Almost as soon as this is done the diver below is ready to come to the surface, indicating this by a signal twitch on the basket rope. Instantly two manduks (the divers work usually in pairs, one in and the other out of the water) haul in the rope with the utmost dispatch, the diver being drawn up with it. The bag is lifted over the boat's side, the contents emptied, and the bag returned to the diver, who, after a few minutes' rest, is ready to descend again. When a man has been in the water half an hour and has, perhaps, made seven or eight descents, he is glad to get a rest and let his comrade take his place. It may be noted that by this system a single set of gear serves two men; in the old days a boat's capacity was stated as so many "stones," and when this is known the number of divers is ascertained at once by merely doubling the number of these stones.

The weakest divers are the Malayalam men; forty seconds is their average below water. The Christian Tamils are better by five seconds, and the Moormen excel this by another five seconds. The Arabs do much better and think nothing of seventy to eighty seconds in depths of 7 to 8 fathoms. The Arab will go much greater depths than the others; whereas the Malayalam divers do not care to go beyond 7 fathoms, and the Moors and Tamils will work down to 9 fathoms, the Arabs find no difficulty in prosecuting diving at 14 and 15 fathoms, and even go down to 20 fathoms on occasion.

The number of oysters obtained at each dive depends upon whether they are close together and the nature of the ground; if very rocky, the oysters are not easily detached and picked up. Eighty oysters are sometimes collected at one dive, but 40 to 50 is very good. A day's fishing varies considerably. The record take in one day is 3,905,850, which was the result on the eighteenth day of the fishery of 1904.

The acting British Consul at Chung-king, China has sent to the Board of Trade a sample of vegetable asbestos, which is stated to be bullet-proof.

World's Workers.

Germany has altogether 33 labor colonies where the unemployed can obtain work as a right.

Colonial Secretary Smuts, of the Transvaal, has declared that if the Chinese are retained they will eventually drive the whites out of that country.

According to an official statement, the recent encounters at Iquique, Chile, between nitrate strikers and police resulted in the killing of 210 men and the wounding of about fifty.

General Botha, Premier of the Transvaal, has declared that the greatest danger that menaces the country is the Asiatic invasion of cheap labor, instigated by the mine magnates.

Eight thousand workmen in the Tarapaca (Chile) nitrate fields have gone on strike. Business is paralyzed. The situation at Iquique is critical. War ships and troops have been sent to the troubled districts.

It would appear that the Rand mining magnates have not got all their own way, for after next month all Indian coolies over sixteen years of age, without registration certificates, are to be deported from the Transvaal.

The municipalization of the Adelaide, Australia, tram service has resulted in shortening the hours of labor, and an increase in the wages of employees, besides showing a profit of £2424, after paying interest on the capital invested.

Members of the West Australian Flour Mill Employees' Union recently approached the mill proprietors for an eight-hour day. The latter give as a reason for not conceding it that they would be unable to compete with the mills of South Australia and Queensland, where they say the hours of labor are much longer.

At the annual conference of the Miners' Federation of Great Britain, Labor Member Enoch Edwards, in his presidential address, pointed out that there was no quarrel with capital, the trouble arose over the way in which it was used, and the workmen, he declared, must have some say as to what was to be their share for producing it.

Russia, anxious to develop the colonization of Manchuria and Transbaikalia, has sent emissaries to Bukovina to divert part of the American-bound emigration to Russian Asia. The inducements offered include grants of land, lumber and other building materials, 300 roubles (\$150), farm implements and free transportation.

Mexico, for the first time in its history, is to have a great central labor body similar to the American Federation of Labor if present plans go through. It was announced that the matter would be decided at a meeting of delegates from all parts of the republic next January. Railroad and cotton mill employees are the only unionists at present in Mexico.

The Minister for Mines in New Zealand, in his lately published annual statement, refers to the fact that the two State-owned collieries of that dominion, during the financial year ended March 31, 1907, returned a total profit amounting to £8461. The operations of the mines, it is also stated, have been extended, and in connection with one of them—the Seddonville Colliery—a briquette manufactory has been established at Westport.

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Tacoma, Wash., Letter List.

Anderson, John -1514 Johnson, Charles J.
Anderson, Albert H. Jensen, Hans -1944
Anderson, Martin Kolp, Otto Louis
Bartels, Herman Lang, Gust
Berger, Joseph Mittenmeyer, J. F.
Bordahl, Ed Mulvey, James
Eidsvaag, Peter S. Nelson, Charles
Ekelund, Sigurd Nilson, Claus
Erland, Hans P. Petersen, Otto
Frick, M. Nilson, H. H.
Guyard, Georges Rosenqvist, Isak -712
Hammening, Fritz Russell, Ed.
Healy, M. G. Schulz, L.
Johansen, Hjarmer Skanes, Olof
-2126 Tonge, N. W.
Johannesson, Valdemar Zink, Charles

Eureka, Cal., Letter List.

Andersson, -1447 Jensen, Hans
Andersen, Olaf Johnson, Hans
Andersen, S. E. Johansen, J. -25
Bastrom, C. Knapp, Fritz
Carlson, Oscar Knutsen, Jacob
Christensen, O. M. Nylund, Sven
Fleuvre, George Nicolas, Sant
Falvig, John Shurfs, Christ
Gustafson, Edvard Svensen, Olaf
Gunther, Theo. Wehde, Fritz
Hjort, Knut Wifstrand, C. F.
Isacson, HJ.

Honolulu Letter List.

Cameaz, Alf. Ketringer, A.
Diez, H. Pratt, L.
Ferraris, J. Schmidler
Harnesen, N. Schmidt
Wunstoot, Aug.

INFORMATION WANTED.

W. Wilson, fireman, who joined the steamer Como at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother Edward. Address, Coast Seamen's Journal.

Torkel Olsen, a native of Treungen, Norway, aged about 56, is inquired for by his brother. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Fred Thompson, a native of Gotenborg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth Avenue, New York City.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan Johnson, Herman
Ahrens, A. Johnson, Frederick
Akesson, HJ. Kahlbelzer, F.
Alness, Johan Karlson, Victor
Allender, H. Kammer, G.
Anderson, James Karlson, G. -622
Anderson, H. M. Karsberg, C.
Anderson, W. -141 Kahlstedt, A.
Anderson, A. -1520 Karspersen, K.
Anderson, F. Karlson, A.
Anderson, L. F. -735 Kanfold, Ed.
Anderson, Andrew Kaling, J.
Anderson, Chas. Kinlock, W.
Anderson, A. B. Klain, C.
-1032 Klemmensen, C.
Anderson, K. A. Knubedal, P.
Anderson, J. -760 Krentz, K.
Anderson, Aug. Kristiansen, S. -899
Anderson, A., -1057 Kristiansen, E. -901
Aanonen, M. Kristiansen, Gustaf
Kristensen, K. G.
Kummelove, O.
Kusul, V. J.

Lacey, F. E.
Larsen, Einar
Lang, Chas.
Larsen, F. -1098
Larsen, C. -1932
Lark, U. E.
Larsen, A. L.
Lersch, Paul
Lee, Oscar
Lewis, Geo.
Lemke, Carl
Lepp, P.
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Simonsen, B.

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Smith, Ed.	Torslund, W.
Sonderman, G.	Ulstaad, J. S.
Straten, W. Van	Viastad, T. P.
Stander, B.	Valentine, G.
Storr, W. T.	Vanos, Geo.
Steine, I. L.	Vidot, W.
Steen, Ivar	Woodhull, C.
Stuhr, H. M.	Wilhelm, H.
Storness, A. O.	Wilson, Sanford
Steele, Joseph	Wickman, P.
Swenson, Otto	Walace, A.
Swensson, B.	Wenecke, A.
Taylor, Ed.	Walker, A.
Taylor, Fred	Wold, J. J.
Thompson, C.	Waldroth, C.
Thorsen, Tage	Williamson, A.
Tiesing, Ed. A.	
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Karlsson, A. M.	Wanous, Geo. A.
Kruhmig, A.	Wilsen, Anders
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Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

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Pt. Townsend Letter List.

Enchom, Carl R.	Larsen, Anton
Eliassen, C. E.	Larsen, L. K.
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Heine, C.	Stachenssen, C
Helms, William	Syvertsen, Syvaret
Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

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facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.Ask your dealer for Union Stamp shoes, and if he cannot supply
you, writeBOOT AND SHOE WORKERS' UNION,
246 Summer Street, Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**News from Abroad.**General Skallon, Governor of War-
saw, has ordered all the Jewish clubs
in Poland to close.The Russian War Department has
ordered the formation of a military
automobile corps to be based on the
German model.The Sultan of Turkey is just re-
covering from the shock of having
one of his checks refused by the Im-
perial Ottoman Bank.The Brazilian Senate on December
27, on a third reading, approved the
Government bill requiring obligatory
military service under conscription.The German-American Petroleum
Company has given notice of a cessa-
tion of all contracts with middle men.
In the future the company will trade
direct with the retailers.The Ventos, one of the new sub-
marines of the French Navy, was
practically destroyed at Cherbourg
on December 27 by an explosion of
gas. There was no loss of life.A discussion of the Japanese Gov-
ernment's program and method of the
limitation of emigration commenced
between the Foreign Office and Amer-
ican Ambassador O'Brien at Tokio on
December 27.The British Admiralty states that
there is no truth in the assertion
that it has decided to establish next
May a Pacific-North American squad-
ron, the base of which possibly will
be at Esquimalt.It is reported from Tokio, Japan,
that the mission of Rodolphe Lem-
ieux, Canadian Minister of Labor,
who went to Japan to arrange a
modus vivendi in regard to Japanese
emigration, has failed.Suicides are increasing in number
daily throughout Italy, and especially
in Rome, where several young girls
have recently died in hospitals from
poison taken under almost identical
circumstances.Sir Thomas Sutherland, chairman
of the Peninsular and Orient Steam
Navigation Company, announced that
its entire trade between Bombay and
Japan had been wiped out by Japa-
nese competition.The resignation of Prince Rup-
precht of Bavaria from the German
Naval League revealed widespread
dissatisfaction in that powerful bund,
organized to promote interest in the
German Navy, which may result in
disintegration of the League.General Stoessel's trial for the sur-
render of Port Arthur began at St.
Petersburg before an unfriendly
court. General Kuropatkin testified
in favor of General Stoessel, saying
the crippling of the Russian fleet
brought about the fall of Port Ar-
thur.The Assizes Court at Paris on De-
cember 24 sentenced Gustave Herve,
the anti-military leader, to one year's
imprisonment and to pay a fine of
\$750 for defaming the Army and
Navy and inciting the troops to mu-
tiny by his writings. His assistants
on the paper were sentenced to five
years' imprisonment and to pay a fine
of \$750 by default.In making the budget statement in
the Douma, Finance Minister Kokov-
soff pointed out that to cover the
extraordinary expenditures about
\$93,000,000 would be needed. In the
Government's opinion, he said, this
sum could be secured only by credit
operations. The Douma would be
asked, he announced, to sanction the
conclusion of necessary loans.

Home News.

Five persons were burned to death in a fire at Watertown, a suburb of Boston, on December 27.

A dozen murders and as many more deaths by violence occurred in New York City on Christmas.

By a majority of 545, Raleigh, N. C., has voted out its liquor dispensary and will become a prohibition city.

Three persons were killed and seventeen injured in a collision on the elevated tracks of the Pennsylvania Railroad just outside Camden, N. J., on December 27.

The Standard Oil Company has begun the construction of a refinery in New Jersey which will be the largest in the world. One section of it will cover almost a thousand acres.

A disastrous explosion took place in mine No. 1 of the Yolande (Ala.) Coal and Coke Company on December 16. The estimates of the dead vary all the way from forty to seventy.

Senator Tillman introduced resolutions calling for an investigation into the right of Secretary Cortelyou to issue certificates of indebtedness and Panama bonds to relieve the recent money pinch.

It was announced that certain rate books of the Chicago and Alton Railroad which were used as evidence in the suit which resulted in the Standard Oil Company being fined \$29,240,000, are missing.

The statistics of cotton manufacturing for this year show that two mills, the Acushenett and Dartmouth, each paid dividends of 66 per cent; Hathaway, 40 per cent; City Mill, 38½ per cent, and Pierce Manufacturing Company, 32 per cent.

The defense rested its case in the Caleb Powers trial on December 27 and the prosecution began rebuttal testimony. The defense called several witnesses for the purpose of breaking down the testimony of Noakes and Golden.

It was announced in Washington that the army is looking to the aeroplane to supersede the dirigible balloon for military purposes, and that the War Department soon will advertise for plans for a practical machine of the heavier-than-air type.

Country girls are the only ones that the average young man can afford to marry, according to Prof. William I. Thomas, of the University of Chicago, who read a paper before the Woman's Club in Fine Arts Building.

An explosion of gas in the Darr mine of the Pittsburg Coal Company, located at Jacobs Creek, Pa., on December 19, entombed between 200 and 250 miners, and there is no ray of hope that a single one of them will be taken from the mines alive.

Although six criminal courts are in operation in New York, they can not keep pace with the crime wave which has swept over the city during the last year. The criminal calendar now carries 1271 cases, while a year ago there were on the calendar but 541 cases.

Mayor Harry K. Lane, of Portland, Or., created a sensation on December 27, in an address before the National Guard Association when he declared that agents of the Japanese Government had secured accurate maps of the city of Portland, maps and specifications of every roadway leading into the city, and the various pipe lines from which the city obtains its water supply.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aaltonen, R. Anderson, Frank
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Abrahamson, Carl Anderson, -934
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Daley, W. C. Dixon, John
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Dani, Peter Donovan, L.
Dangal, J. Doose, W.
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Debreitt, Lewis E. Drake, Mr.
Dennis, G. R.

Easton, R. W. Eliasson, Henry
Eckert, W. F. Eliasson, Ludr.
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Gartz, Wm. Gronman, Ivar
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Kinlock, Wm.
Kirwan, M. L.
Kittelsen, Chr. Th.
Klintberg, Fritz
Kohne, Ernest
Koop, John
Koren, Erik
Kotscharin, J.
Knopff, Fritz
Knubdahl, Peter
Kranden, Niels
Kristensen, Carl
Kristensen, Hans
Krugstad, Eugen
Kruze, W.
Kruze, Edward
Kuhlberg, A.
Kunedt, Wm.

Leiden, Wm.
Lersten, J. O.
Levsen, R. J.
Lewald, Harry
Lewis, W. J.
Liedtke, Bernard
Liljestrom, G.
Lindahl, Jens
Linde, Bartel
Linder, G.
Lindholm, B.
Lindholm, Arvid
Lindholm, A. B.
Littorin, Ernest
Lohack, Fritz
Long, Harry
Long, Tudor E.
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Nilsen, Fred
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Robertson, Donald
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Roscheek, Paul
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Schmitt, John
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Erickson, J. Rahn, Carl
Fuchs, Jack Rislaasen, O.
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Hansen, Carl Sanders, Frank
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Lahty, Alf. Thogersen, T.
Linden, M. A. Thornhill, D.
Larsen, Knut Thorsen, Taye
Ludlow, Jim Turnquist, E.

Larsen, K. J. -1842 Waring, H.
Maibohm, H. Warner, Harald
Matson, Victor Wells, L.
Melland, O. Westburn, Thom.
Mortensen, Wm. Westgreen, Carl
Mortensen, Wm. Wikblad, Otto
Miller, J. Wishepp, F.
Mulley, J. Vongher, E.

INFORMATION WANTED.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

H. W. HUTTON
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Assistant Secretary, A. H. Muller; Good-
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UNION LABEL HATS, SHOES AND CLOTHING
AGENTS FOR WALK OVER SHOES**VON SCHOEN'S**
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S. N. WOODS & CO.**Union Made Clothing**

FOUR BIG STORES

San Francisco

United States Senator Newlands of
Nevada is endeavoring to prevent**Labor News.**

Governor Carter, of Hawaii, asked
in his annual report that if exclusion
be extended to all Asiatics the islands
be exempt.

Judge Hazel, of the Federal Court,
refused to grant an injunction against
the Switchmen's Union on the ground
of inciting a strike.

President Roosevelt on December
20, directed the withdrawal of United
States troops stationed at Goldfield,
Nevada, on Monday, December 30.

There is a possibility that New
York may within a short time expe-
rience a widespread building strike
against a proposed reduction of
wages from \$5 to \$4.50 a day.

The National Enameling and Stamp-
ing Company's plant will resume
work on January 6. Two thousand
men who have been out of work for
nearly a month will be re-employed.

Medals of a suitable character are
to be given to all citizens of the
United States who have served on
the Isthmus of Panama for two years
in the service of the Government and
who during that period have rendered
satisfactory service.

Shoe factories of the George E.
Keith Company, in Campello, Mid-
dleboro and North Adams, Mass.,
which have been in operation only
six hours daily for nearly a month,
have been ordered to resume a full
time schedule. The factories employ
3000 hands.

The Mine Operators' Association
has filed a petition in the United
States District Court at Carson, Ne-
vada, asking for an injunction re-
straining the Western Federation of
Miners from interfering in any way
with the operation of the mines and
leases in this district.

The announcement was made at
Pittsburg, Pa., on Christmas that by
January 6 all of the mills of McKees-
port, Glassport, Duquesne and allied
plants in the Monongahela Valley
will be in operation. Over 40,000
men who have been idle for several
weeks will return to work.

The South Chicago plant of the
Illinois Steel Company closed down
on December 24 and 7000 employes
were laid off until after the holidays.
It was announced also that the mills
at Joliet, where there are more than
3000 employes and the semi-monthly
payroll is about \$125,000, will also be
shut for a period.

There will be no settlement of the
trouble between the Rocky Mountain
Bell Telephone Company and the un-
ions of Butte if that settlement car-
ries with it an agreement that the
company is to dismiss the non-union
men and women now in its employ.
It is stated that the company is will-
ing to reinstate all of the union em-
ployes who went on strike.

Immigration to America during the
year ending June 30, 1907, was vastly
greater than in any previous year in
the history of the United States, ac-
cording to the annual report of Frank
P. Sargent, Commissioner-General of
Immigration and Naturalization. The
immigration for 1907 exceeded that
for 1906 by 184,614 and that for 1905
by 258,850, or an increase over 1906 of
more than 17 per cent, and over 1905
of more than 25 per cent. During the
fiscal year 1906, 12,432 aliens were
rejected at our ports, during the past
year, 13,164, an increase of 632; hence,
the total number of those who have
sought admission in 1907, viz.: 1,298,-
513, exceeds the number who applied
in 1907, viz.: 1,113,167, by 185,346.

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BY JORTALL BROS.

Stand at

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Baggage Room at 109 Steuart St.

withdrawal of the Government troops
from Goldfield until some other
means of protection is had.

C. J. Carlson, a native of Helsing-
borg, Sweden, aged about 47, last
heard of at San Francisco about eight
years ago, is inquired for by his
mother. Any one knowing his present
whereabouts please address Mrs. Ho-
keson, Ferndale, Wash.

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Can we
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YOU a substantial
increase in earnings?
Just read the following:
During the last two
years over 7,300 students
have **voluntarily** reported
to us advancement in position
and salary. This is a very
small percentage of the whole
number whom we have thus
helped; but to this small per-
centage we have brought increased
salaries amounting to over **four**
million dollars—to be more exact,
\$4,905,600. You can imagine the enor-
mous amount brought to our entire
student body.

Are you getting **your** share of these
millions? Are you willing to make a
slight effort to secure it?

It requires only a slight effort.
The simple marking and mailing of
the coupon below will bring you full
explanation of the salary-raising
plan of an institution whose sole
business for 16 years has been to
raise the salaries of ambitious
workers. If you really want to
increase your salary we can
tell you the surest, easiest,
and quickest way in the
world to do so **if you**
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Please explain how I can qualify for better wages
and promotion to the position before which
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Master	Civil Service Exams.
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3d Asst. Engineer	Civil Engineer
4th Asst. Engineer	Architect
5th Asst. Engineer	French } With
Mechanical Draftsman	German } Edison
English Branches	Spanish } Phonograph

State _____

With the Wits.

Soon Tired of It.—She—"I hear you have just got married, Jim. Is it too late to offer congratulations?"

He—"Oh, yes. I was married a month ago."—Philadelphia Inquirer.

The Usual Way.—"Say, pop, what's a raffle?"

"A raffle, my son, is where I buy nineteen chances on a diamond ring and the fellow with one chance wins it."—Kansas City Star.

Real Need For Hurry.—The Gentleman With the Bonnet Box—"Don't stop me, old chap! Don't stop me! I've got a new hat for my wife in here, and if I'm not quick it'll be out of fashion before she's worn it!"—The Sketch.

Wife's Ruling Passion.—Hewitt—"I didn't know that you lived on the first floor. I understood your wife to say that you lived on the second floor."

Jewett—"If you know my wife you would know that she always stretches a story."—Judge.

An Insinuation.—Said He—"I don't believe in pretense. When I don't know anything I say at once: 'I don't know.'"

Said She—"How awfully monotonous your conversation must be."—Chicago News.

The Greater Love.—"She was engaged to a millionaire, but she jilted him to marry another man."

"Ah! so she's really marrying for love?"

"For love of money, yes. The other man's a multi-millionaire."—Philadelphia Press.

Another Brand.—"I suppose you realize the danger of firewater?" said the man who tries to benefit people.

"I do," answered the Indian thoughtfully, "especially the kind the paleface puts in his automobile."—Washington Star.

Helpful.—Mr. Timmid—"Yes, I was thinking of consulting a fortune teller."

Miss Longwaite—"To find out whom you will marry?"

Mr. Timmid—"Well—cr—yes."

Miss Longwaite—"Why not ask me and save the fortune teller's fee toward buying the ring?"

All the Leading Brands

CIGARS AND TOBACCOS

ALWAYS ON HAND

I. S. U. of A. Buttons For Sale

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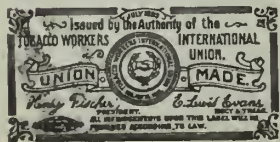
Manufacturers

PIPE TOBACCOS

Gold Shore

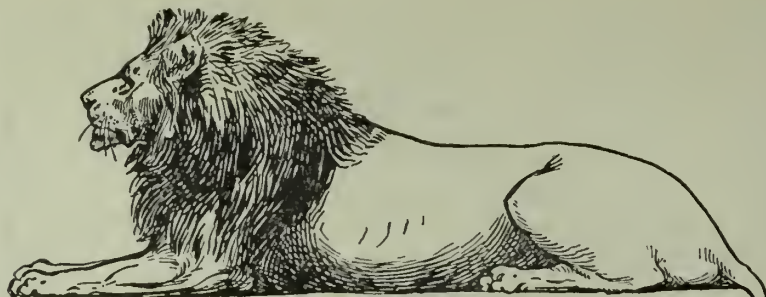
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Mr. Lyons invites his friends and the public generally to visit his new store, 771 Market street, and to inspect the finest line of Fall and Winter Cloths that has ever been displayed on the Pacific Coast. These goods range in price—for Suits made to order, \$20 and up. Overcoats, from \$20 up, and Trousers from \$3.50 up. The same lines may be found at all of Charles Lyons' stores. Please note the address.

NEW DOWN-TOWN STORE - - - - - 771 MARKET STREET
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HAMILTON BROWN'S UNION MADE SHOES, BUCKING-
HAM & HECHT'S UNION MADE SHOES.

AGENTS FOR

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FAIR PRICES. RELIABLE GOODS.

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the West, and so is our Holiday Stock. A small
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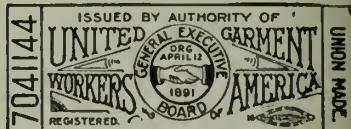
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Use Curative Skin Soap for
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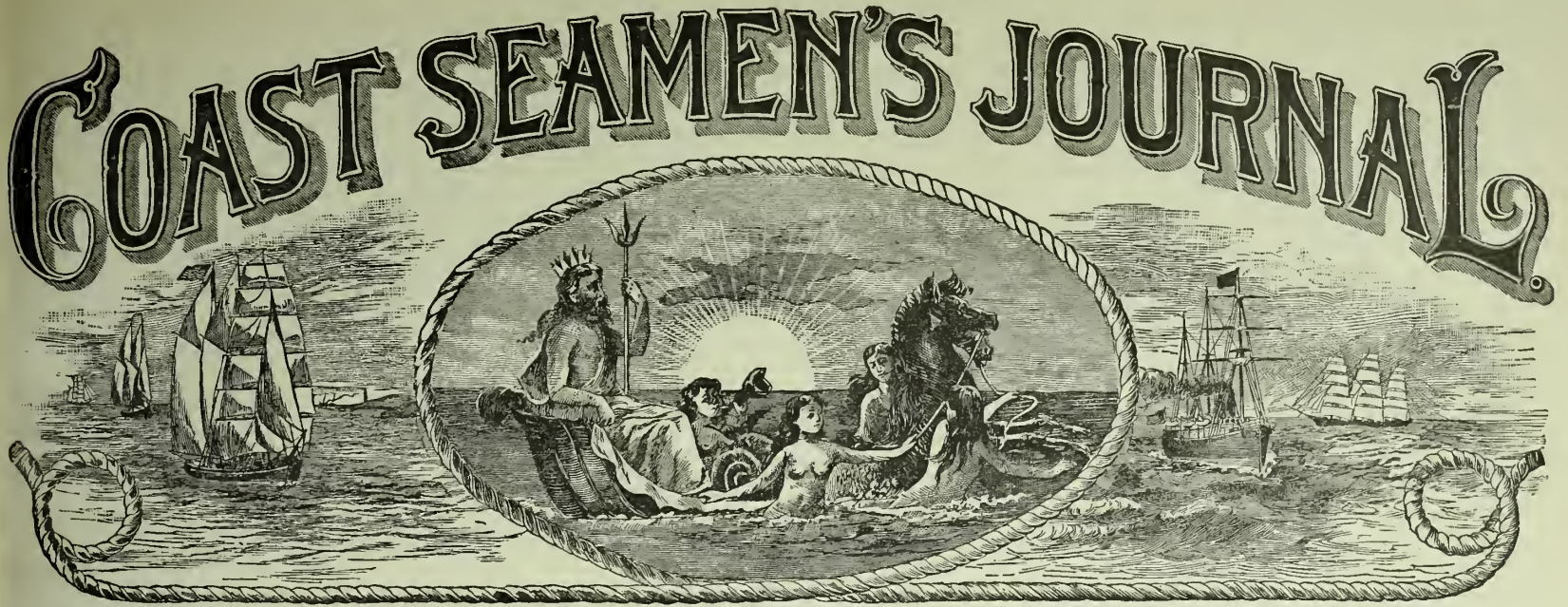
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 16.

SAN FRANCISCO, WEDNESDAY, JANUARY 8, 1908.

Whole No. 1046.

REPORT TO STATE FEDERATION.

FOLLOWING is the report of W. MacArthur, delegate from the California State Federation of Labor to the recent convention of the American Federation of Labor:

To the eighth annual convention of the California State Federation of Labor: Delegates—

The twenty-seventh annual convention of the American Federation of Labor came to order in the Auditorium, Jamestown Exposition, Norfolk, Va., on November 11, 1907. There were present 352 delegates, representing 236 organizations, divided as follows:

National and International unions, 87; State federations, 29; city central bodies, 89; local trade and federal labor unions, 25; fraternal organizations, 6. The membership directly represented was approximately 1,500,000.

Membership and Finances.

President Gompers, in his annual report, stated that the Federation had issued during the year 373 charters. The total number of organizations affiliated with the Federation is as follows:

International unions, 117; State federations, 37; city central bodies, 574; local trade and federal labor unions, 661. The International unions are made up of approximately 28,500 local unions.

The secretaries of 112 International unions reported having issued 2948 charters to their respective locals during the year. The increase in the membership of the Federation during the same period was 188,373. This leaves out of account the membership of the Brewery Workers (amounting to 40,000), whose charter was revoked during the year, but who were reinstated by the convention.

Touching the work of the State federations and city central bodies, President Gompers reported as follows:

"Our State federations, and particularly our city central bodies, have increased in numbers, powers and influence. They all have helped in the fullest in carrying on the great work of organizing and aiding in the common uplift of all our people. Upon them we must largely depend in enforcing the decisions and policies declared by the conventions of the American Federation of Labor. It is with pleasurable pride that it can be stated to their credit that now more than ever exist closer fraternal relations and more loyal support to the principles and purposes for which our great movement stands."

Secretary Morrison reported on the financial standing of the Federation, as follows:

Total receipts from all sources, \$174,330.26; total expenses, \$159,960.84; balance of receipts over expenses, \$14,369.42. The amount of money in the treasury at the close of the fiscal year, September 30, 1907, was \$127,910.02, being the largest sum ever recorded in the history of the Federation. Of the money on hand, \$103,078.89 is in the Defense Fund, and can only be used for strike benefits to members of local trade and federal labor unions. The remainder, \$24,831.13, is in the General Fund available for the general uses of the Federation.

Strikes and Benefits.

Under the head of "Strikes," Secretary Morrison reported as follows: "Full and complete reports have been received from 112 International organizations and from a number of local unions,

which show that there were 1433 strikes in which there were 130,271 involved. Of that number 93,225 were benefited and 17,335 not benefited. The total cost of the strikes reported on was \$3,090,359.34. Adding to that amount the donations made by local unions to other unions (\$199,993.86), we have a grand total of \$3,290,353.20 expended to sustain members on strike during the past year."

Of the 1433 strikes reported 1071 were won, 106 were compromised, 66 were still pending, and 124 were lost.

On the subject of "Benefits," the report of Secretary Morrison shows that benefits were paid by 68 International unions, having a total membership of 907,600, as follows:

Death benefits, \$1,076,060.22; death benefits to members' wives, \$42,575.00; sick benefits, \$712,536.02; traveling benefits, \$3,535.00; tool insurance, \$10,926.86; unemployed benefits, \$26,984.29; total benefits, \$1,872,617.39.

Concerning the organizing work of the Federation, Secretary Morrison reported that \$56,737.11 had been expended in that work during the year. Of this sum \$2,562.47 was paid to district or volunteer organizers in amounts varying from \$5 to \$50. The remainder was paid to the salaried organizers.

The reports submitted by President Gompers and the Executive Council reviewed in detail the work of the Federation during the year and contained numerous recommendations for action by the convention. These reports were referred to the appropriate committees and later disposed of by the convention. The matters of chief interest to the California State Federation of Labor and to organized labor in general are briefly noted in this report.

Jurisdiction Disputes.

In the dispute between the Seamen and Longshoremen the convention affirmed the decision of President Gompers, acting as arbitrator, requiring the Longshoremen to cease using the title of "Marine and Transport Workers," and instructed President Gompers and another member of the Executive Council to visit the next convention of the Longshoremen for the purpose of advising the latter to comply with the decision.

In the dispute between the Steam Fitters and Plumbers, the convention ordered that a conference composed of three representatives of each organization and President Gompers, or some other person selected by him, be held within ninety days, for the purpose of arranging an agreement defining the jurisdiction of the two organizations.

In the dispute between the Carpenters and Wood Workers, the convention ordered that the president and secretary of each organization meet with the President of the American Federation of Labor for the purpose of arranging a settlement.

In the dispute between the Brewery Workers and the Engineers, Firemen and Teamsters, the convention ordered that the charter of the Brewery Workers, which had been revoked by the Executive Council for non-compliance with the decision of the previous convention, be restored, such restoration in no way altering or modifying the declarations or decisions of the Federation in regard to the jurisdiction claims of the respec-

tive organizations, but, on the contrary, reaffirming them. It was further ordered that a conference of the unions in interest be held within ninety days to prepare a plan of settlement, that such plan of settlement shall be referred for a vote of the entire membership, and that, failing to reach a plan of settlement in the conference, the Executive Council is authorized and directed to impose such disciplinary punishment upon the organization responsible for such failure as the judgment of the Executive Council may direct.

Aid For Los Angeles.

In the matter of the Los Angeles situation several resolutions were introduced, one pledging moral support to the Journeymen Tailors now locked out in that city, and others dealing with the local situation in a general way. The most important action in this connection was taken upon Resolution No. 8. The following is a verbatim report of the proceedings on this resolution:

Delegate Ryan (W. D.), Secretary of the Committee on Resolutions, reported as follows:

Resolution No. 8.—By Delegates Lee M. Hart and John J. Barry, of the International Alliance of Theatrical Stage Employees: !

Whereas, The Los Angeles Times, having secured the unlimited financial backing of the American Manufacturers' Association and kindred hostile organizations of capital, is to-day, under the pretense of being the leading exponent of the so-called "open shop," indeed the most unfair, unscrupulous and malignant enemy of organized labor in America; and

Whereas, The Los Angeles Times is concentrating all its energies to disrupt the unions of Los Angeles, and unless strenuously resisted and checked, will destroy not only the organization of labor, but also crush the spirit of the workers for justice and right, and would befoul the good name of and honor of Los Angeles and make of it the breeding place for strike-breakers of all crafts and trades; and

Whereas, All thinkers and observers accord to labor organizations the honor and credit of being the real factors in the advancement and improvement of the condition of the working people not only of Los Angeles but of the entire country, we recognize the tactics of the Los Angeles Times and its cohorts in attempting the annihilation of the organizations of labor, first with the prime object of reducing wages, imposing their will as "masters" and tearing down the American standard of life of America's workers; and

Whereas, The International Typographical Union, having expended more than fifty thousand dollars in Los Angeles in defending the cause of labor from the vicious attacks of the Los Angeles Times and the Citizens' Alliance, now believes this struggle in Los Angeles has become national in its scope, vitally affecting all labor, and that it should therefore be financed and carried on by America's labor movement, through its recognized head, the American Federation of Labor; therefore, be it

Resolved, That each and every organization affiliated with the American Federation of Labor be requested and urged to levy an assessment of one cent per month per member for a period of one year, or make appropriation equivalent thereto, and that these moneys shall be transmitted to the

Secretary of the American Federation of Labor and accounted for by him in a separate fund; and, be it further

Resolved, That all moneys received from said assessments, appropriations and donations, shall be held as a "Los Angeles Fund," and shall be disbursed for the protection of the interests of labor in Los Angeles, and for no other purpose, in such manner that in the opinion of the Executive Council of the American Federation of Labor shall redound to the welfare of the toilers of Los Angeles, and the assertion and maintenance of their rights and interests.

Resolved, That the movement contemplated by these resolutions shall be conducted by a representative of the American Federation of Labor, who shall be appointed by and be under the immediate supervision of the President of the American Federation of Labor, with the consent and advice of the Executive Council.

The committee reported as follows: Your committee concurs in the spirit and intent of this resolution and recommends that one special assessment of one cent per capita be levied to combat the work of the Manufacturers' Association in Los Angeles and other places where similar conditions exist.

Your committee further recommends that all national and international organizations directly interested in this situation send one or more organizers, as per the advice of the Executive Council of the American Federation of Labor, to successfully prosecute the work necessary to ultimately organize the workers of Los Angeles and other places where like conditions exist.

Delegate Sullivan (T. J.)—Does that mean one cent a month?

Delegate Ryan—It means one special assessment of one cent per member.

The question was discussed at length by Delegate Macarthur, Delegate Lynch and Treasurer Lennon.

The motion to concur in the report of the committee was carried.

Navy Yard Employees.

Measures affecting the interests of employes in navy yards, naval stations, arsenals and other civil capacities were acted upon by the adoption of the following resolutions:

Resolution No. 15—By Delegates James O'Connell, J. J. Creamer and A. E. Ireland of International Association of Machinists:

Whereas, The employes of the United States navy yards, naval stations, arsenals and all civilian employes of the United States are debarred from the recourse to the civil courts for injuries received in their line of duty; and

Whereas, The only relief civil employes can receive is by an Act of Congress; therefore, be it

Resolved, That the American Federation of Labor in convention assembled, indorse the following bill, and instruct its Legislative Committee to have same introduced in Congress, and use its best endeavors to have same incorporated into law:

BILL.

To provide relief for employes of the United States Government who are debarred from recourse to the civil courts for injuries received in their line of duty, who may be disabled by accident while in the performance of duty, and, in the event of fatal casualties, for the relief of surviving dependents.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that from and after the first day of July next ensuing, whenever any civilian employe of the Government is accidentally injured while in the performance of duty, he shall be entitled to relief as follows:

First. To such medical or surgical treatment at a government or public hospital as in the judgment of the superior medical or other officer of the department wherein employed may be deemed wise and necessary, and while thus under treatment such employe shall be subject to the same rules and regulations as enlisted men. But when the injury is such that the patient can be safely removed to his residence, such officer shall direct that requisite medical or surgical treatment shall be furnished at his residence, and both at the hospitals and residence the treatment and medicine shall be furnished free of charge.

Second. The wages or salary received by such injured employe at the time of accident shall be continued to him so long as in the judgment of the medical officer of the department he is thereby incapacitated for work in his vocation; but in no case shall such wages or salary be continued for a longer period than six months, unless upon recommendation approved by his department.

And when such employe shall be discharged from medical or surgical treatment he shall have the same preference as to employment as is now provided for in the rules of the department.

Section 2. That in the event of fatal casualties or of death ensuing from accidents arising as described in this Act, the wages or salary received at the time of accident shall be paid for six months succeeding the death of the employe to the widow of the deceased, if such survives, or to minor children, or to parents who were at the time of the accident dependent upon the deceased for support.

Section 3. That all moneys payable under the provisions of this Act shall be paid by the regu-

lar disbursing officer of the department from the appropriations made for the use of that department in which the employe accidentally injured was employed at the time of injury.

Section 4. That throughout this Act the expression "department" shall be held to cover such establishments of the United States as may be designated by any term of like signification.

Resolution No. 16—By Delegates James O'Connell, J. J. Creamer and A. E. Ireland of International Association of Machinists:

Whereas, The general trend throughout the country is to give the wage earners a half holiday each week, and as many cities, counties and States have adopted a Saturday half holiday; and

Whereas, The Federal employes of the navy yards, naval stations, arsenals and gun factories have enjoyed a Saturday half holiday for several years during July, August and September by an Executive order;

Resolved, That this convention instruct its Legislative Committee to prepare and have presented to Congress, a bill securing for the Federal employes on public works the Saturday half holiday, or use its efforts in the direction of securing the adoption by Congress of any legislation that may be presented seeking to secure the Saturday half holiday during July, August and September of each year.

Resolution No. 121—By Delegates A. B. Grout, James J. Dardis, Metal Polishers, Buffers, Platers, Brass Molders, Brass and Silver Workers' Union of N. A.; George Leary, Essex County Trades Council:

Whereas, The United States Government has in effect a system of keeping a record of its employes in arsenals and navy yards known as efficiency cards; and

Whereas, It is impossible for any employe to understand how said cards are marked, there being no published rules regarding the marking of said cards; and

Whereas, It is believed that said cards are used to discriminate against members of labor unions, who take active part in the affairs of their organizations; therefore, be it

Resolved, That the Executive Council of the A. F. of L. be requested to prepare for the consideration of the Civil Service Commissioners a bill to eliminate the disagreeable feature of the efficiency cards or have them abolished altogether.

Union Label.

A number of resolutions dealing with the union label were acted upon, among these being one recommending the substitution of a "universal label" for the numerous craft labels now in use. In view of the frequent discussion of this question, the full text of the report adopted by the convention is herewith presented, as follows:

Concerning that part of the Executive Council's report published under the caption, "Uniform Design of All Union Labels," the committee finds no evidence justifying a change from the present method of union-label propaganda under the initiative and control of the respective international unions.

In a matter of such importance, involving large financial considerations and affecting what may be termed the "vested interests" of those unions which have already expended large sums of money and a great deal of time and labor in the dissemination of their labels, nothing short of a practically unanimous approval upon the part of these unions would warrant the American Federation of Labor in recommending a change to the so-called "universal label."

That unanimous approval, or any approach thereto, has not been reached is clearly demonstrated by the replies made on the subject by the unions directly affected, as quoted in the report of the Executive Council. Of the thirty-three unions replying only eleven favor the suggested change to a "universal label." Only one-half of the label organizations made any reply at all to the request of the Federation for an expression of sentiment on the question. Thus we are compelled to assume that only one-sixth of the label unions favor the suggested change; at any rate, only that proportion has so expressed itself.

From the foregoing it appears conclusively that the label organizations are practically unanimous in opposition to the suggested change from the present system of separate craft labels to the proposed plan of a "universal label."

The committee believes that the label unions are in the nature of things the best judges in the matter; it is they who are most immediately affected, who defray the cost of advertising and disseminating the union label and who stand to benefit chiefly in proportion as the union label campaign is wisely conducted. On the other hand, it is they who stand to be most seriously affected by any unwise change of policy.

Apart from these reasons giving force and weight to the judgment of the label unions, there are reasons inherent to the nature of the union label, which indicate to the committee the wisdom and necessity of adhering, at least for the present, to the existing method of label propaganda. The labels now in use are distinctive of the respective crafts which they represent, and therefore serve to arouse and maintain interest on the part of those who use, as well as those who produce, the respective articles. In many instances the union label is attached to articles of limited sale, as distinguished from those articles of general con-

sumption. To the users of these articles of limited sale the union label carries a special significance, which would be lost in event of the adoption of a label having a general rather than a special significance.

In other words, the theory upon which the suggestion of a "universal label" rests, namely, that interest can be better aroused by an appeal to the general welfare than by an appeal to personal or craft interests, is contrary to common observation, as expressed by the maxim, "What is everybody's business is nobody's business."

The committee believes that the present system of craft labels, by appealing directly to the members of the respective crafts, to their friends and to the consumers and users of the particular articles, is best calculated to serve the purpose for which the union label is designed by creating so many centers of active, personal interest, from which the union label sentiment may radiate until it embraces all classes of the people. In proportion as the latter condition is brought about the suggestion of a "universal label" will become a practical one. In the existing circumstances, it is distinctly premature.

Touching the statement that the large number of labels already indorsed by the American Federation of Labor leads to confusion, the committee believes that the difficulty lies not so much in the multiplicity of labels as in the failure to exercise due care and diligence in the demand for the label. Confusion, so far as it actually exists, is due in many, if not most instances, to the indifference and neglect of the purchaser in the matter of demanding the union label on the articles which he or she purchases. The committee regrets to say that in its judgment this observation applies with as much, and in a sense with more force to the members of the labor movement than to the public at large. Such confusion as now exists may be removed in but one way, namely, by a determination upon the part of the individual purchaser to demand and insist upon receiving the label of the craft whose products are being purchased. The committee deems it unlikely that the purchaser who does not now take care to inform himself or herself concerning the character and appearance of the respective union labels would be any more diligent in that respect were the distinctive craft labels substituted by a so-called "universal label."

Other objections to the plan of a "universal label" occur to the committee, which need only be mentioned to be immediately apparent. A union label, to be effective, must be reasonably secure against imitation and counterfeiting. In order that a label may be entitled to the protection of the law in these respects it must be the property of an organization having a particular interest in the product upon which the label appears. Further, the merging of the numerous labels now in use into a single "universal label" would involve the creation and maintenance of a large fund, to be disbursed by a central authority, presumably the American Federation of Labor, which step, if possible at all, would involve a wide departure from the established policy and character of the Federation, the result of which would probably be harmful to both affiliated unions and the Federation itself.

For the foregoing reasons the committee recommends and urges that all trade-unionists and their friends demand and insist upon receiving the union labels of the respective crafts when making purchases of any and all kinds.

It was further ordered that a committee of five, representing the label organizations, in conjunction with President Gompers, shall meet in Washington, D. C., as soon as practicable to devise ways and means to promote the demand for the union label and for the publication of a "Label Law Digest." The work of the Women's International Label League was re-indorsed and the affiliated bodies were urged to give their most active support to that organization.

State Federations.

The Committee on State Organizations reported in terms warmly commending the work of the State Federations, pointing to the attendance of 29 delegates from these bodies as a splendid evidence of their increasing activity, and recommending that they be encouraged and supported by the general labor movement. It was further recommended that the expense of employing State organizers for a limited period be divided between the respective State Federations and the American Federation of Labor. Touching the desirability of co-operation between the State Federations and the organizations of farmers, the committee reported, as follows:

"We hail with pleasure the assurance given that an alliance between the American trade-unions and the several organizations of farmers is imminent, and we cheerfully recommend that State branches continue to cultivate the friendship and fellowship of the American Society of Equity, Farmers' Industrial and Educational Union and kindred economic organizations of agriculturists, with a view of reciprocating in the purchase of each other's products, and the seeking of legislation favorable to the interests of both."

The fact that many local unions are not as yet affiliated with the State Federations was noted. Dealing with this point, the following resolution, introduced by Delegate Kuemmerly, of the Illinois State Federation of Labor, was adopted:

Whereas, Many local unions do not affiliate

(Continued on Page 6.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

SEAMEN NOT IMMIGRANTS.

A case full of interest to shipping men has recently been decided by the U. S. Supreme Court. An Austrian sailor who shipped on board the Cunard steamer "Slavonia" at Fiume, Hungary, for the round trip, deserted at New York while on shore leave, and the master of the vessel was convicted under the Immigration Act of March 3, 1903, which makes it the duty of an officer in charge of any vessel bringing an alien to the United States to adopt due precautions to prevent the landing of such aliens at any time or place other than that designated by the immigration officers. The Circuit Court of Appeals sustained the judgment, and the case then came before the Federal Supreme Court under a writ of certiorari. In delivering the opinion of the court, Mr. Justice Holmes said, inter alia:

"We assume for purposes of decision that one who makes it possible for an alien to land by omitting due precautions to prevent it permits him to land within the meaning of the penal clause in Section 18. But we are of opinion that the section does not apply to the ordinary case of a sailor deserting while on shore leave, and that, therefore, the judgment must be reversed. We are led to this opinion by what seems to us the literal meaning of the section and also by the construction that would be almost necessary if the literal meaning seemed to us less plain. The reasoning is not long. The phrase which qualifies the whole section is 'bringing an alien to the United States.' It is only 'such' officers of 'such' vessels that are punished. 'Bringing to the United States,' taken literally and nicely, means, as a similar phrase in Section 8 plainly means, transporting with intent to leave in the United States and for the sake of transport—not transporting with intent to carry back, and merely as incident to employment on the instrument of transport. So again, literally, the later words 'to land' mean to go ashore. To avoid certain inconveniences the government and the courts below say that sailors do not land unless they permanently leave the ship. But the single word is used for all cases and must mean the same thing for all, for sailors and other aliens. The words must be taken in their literal sense. 'Landing from such vessel' takes place and is complete the moment the vessel is left and the shore reached. But it is necessary to commerce, as all admit, that sailors should go shore, and no one believes that the statute intended altogether to prohibit their doing so. The contrary always has been understood of the earlier acts in judicial decisions and executive practice. If we reject the ambiguous interpretation of 'to land,' as we have, the necessary result can be reached only by saying that the section does not apply to sailors carried to an American port with a bona fide intent to take them out again when the ship goes on, when not only there was no ground for supposing that they were making the voyage a pretext to get there, desert and get in, but there is no evidence that they were doing so in fact. Whether this result is reached by the interpretation of the words

'bringing an alien to the United States,' that has been suggested, or on the ground that the statute cannot have intended its precautions to apply to the ordinary and necessary landing of seamen, even if the words of the section embrace it, as in *Church of the Holy Trinity v. United States* (143 U. S., 457), does not matter for this case. We think it superfluous to go through all the sections of the act for confirmation of our opinion. It is enough to say that we feel no doubt when we read the act as a whole."

In the case of the *United States*, plaintiff in error, vs. Neil Macdonald, judgment was affirmed, but Mr. Justice Holmes, in delivering the opinion of the court held that an alien who has been refused leave to land from a foreign ship and has been ordered to be deported may subsequently be accepted as a sailor by the master of the ship, even if bound for another American port.

LA ROCHELLE FISHERIES.

The fisheries at La Rochelle rank second in importance in France and supply a very large proportion of the Paris market, also all the interior of the country between Paris, Lyon, and the Atlantic.

There are about 1,100 vessels of various types, from the little sardine fisherman to the big steam trawler. The former fishes on the borders of the Gulf Stream and the latter go even to the coast of Spain. This industry has incidentally been the cause of the creation of four artificial ice plants, capable of producing about 80 tons of ice per day.

The municipality has constructed a large fish market, upon which the fish are displayed before being sold by auction. The fisheries yield to the city of La Rochelle a very respectable revenue, first by the octroi, which is a tax levied on all foodstuffs; secondly, the tables of the fish market are let, each table for each exposition paying 15 centimes (3 cents) to the city. During 1906 the entire income to the city from these sources was \$47,113, against \$44,089 in 1905. For the district of La Rochelle 8,200 tons of soles, skate fish, hake, turbot, gurnet, and other kinds were taken last year by trawling. Other fish caught were: Tunny, 76 tons; eels, 16 tons; gray mullets, 3 tons; plaice and other small kinds, 30 tons; shellfish, shrimps, and prawns, 7 tons; scallops, 13,750 bushels; crabs and lobsters, 8 tons; oysters, in number, 62,000,000; and mussels, 232,716 bushels.

The mussel fisheries are among the most important, and several entire villages do nothing else but prepare the mussel grounds and market the crop. There are also a number of cod fishers which fit out and dispose of their catches at La Rochelle. The entire produce of their cruises amounted to 4,000 tons. The situation of La Rochelle at the point at the angle of the Bay of Biscay is most favorable to fishermen who work along the north coast, who go straight out to the Gulf Stream, or who go to the south to trawl along the Spanish coast. The railroad facilities are also such as to favor the rapid transportation of fishery products.

NORWEGIAN TOURIST TRAFFIC.

The Travelers' Association of Norway publishes some statements regarding the foreign tourist traffic of 1906, based on information obtained and estimated calculations. The number of foreign tourists visiting Norway during May, June, July and August, 1906, was about 34,342, against 20,827 for June, July and August, 1902, and 16,776 for the same months in 1889. During the winter season 1906-7 about 1,200 foreign tourists are also supposed to have visited Norway. It is the general opinion of hotel owners that the foreign tourists of earlier years were better customers than those of the present time, the reason being that steam and rail communications were not so fully developed. The cost per day is now much more expensive, but the journey or trip is made in quicker time.

The question has been raised whether or not foreign excursion steamers are a source of income to the country, and the opinion is general that those steamers, as well as pleasure yachts, net the country a good income, for as a rule they buy their provisions in Norway, the chief purchases being fresh meat, fish, canned goods, fresh fruit, vegetables, and water. The steamers' coal bunkers are generally replenished in some Norwegian port. During their stay on shore from excursion steamers passengers largely purchase gold and silver ware, furs, antiques, souvenir cards, articles of domestic industry, etc. As a rule the towns of Stavanger, Bergen, Aalesund, Molde, Christianund, Trondhjem, Troms and Hammerfest are visited.

The country's estimated total gross income from the foreign traveling traffic in 1906 is shown by the following table:

	Kroner.
Passenger transportation and fare on Norwegian steamers crossing the North Sea	450,000
Hotel and traveling expenses through country	7,370,000
Excursion boats and pleasure yachts	1,200,000
Hunting and fishing	1,136,000
Post, telephone, and telegraph income	85,000
Purchases by foreign tourists....	1,600,000
Income during winter tourist season	300,000
Total	12,141,000

It is estimated that the capital invested in Norwegian hotels fitted up for the foreign tourists is at least 40,000,000 kroner (kroner=26.8 cents), and that this branch of industry employs at least 5,000 persons.

William R. Smith, a Scotchman by birth, is about to complete his fifty-fifth year as Superintendent of the Botanical Garden in Washington. He says he has served the Federal Government in the same position longer than any other of its employees.

Chief Forester Pinchot declares that of the estimated 400,000,000,000 feet of standing hardwood, 25,000,000,000 is cut yearly, at which rate the supply will be exhausted in sixteen years.

Domestic and Naval.

The steamship Iroquois, the largest bulk oil carrier in the world, arrived at Point Breze, Pa., recently on her maiden voyage to load 3,000,000 gallons of petroleum for Europe.

Colonel G. W. Goethals, chief engineer of the Panama Canal, said the widening of the canal must be decided by the Navy. The 100-foot channel will accommodate all warships of the present day.

A cablegram received by the owners in Boston from Captain Stahl, dated Port Antonio, said that the schooner Nimbus, from Philadelphia for New Orleans, was abandoned at sea, but that the crew were saved.

Captain Henry Seribner of the barge New Haven and his wife were drowned off New Haven on December 23, when seven barges in tow of the tug James McWilliams foundered. Six men were rescued by the McWilliams.

The Cunard liners Mauretania, Lusitania and Lucania are to sail from New York on Wednesdays instead of Saturdays, beginning in the latter part of March, so that, with the service of the Carmania, Campania, Caronia and Etruria, the line will have two sailings a week.

All hope has been abandoned by the London Salvage Association of saving the two parts of the seven-masted schooner Thomas W. Lawson, which was wrecked near the Scilly Isles, England, on the night of December 13, while bound from Philadelphia for London with petroleum.

Seven shipwrecked seamen, believed to be the only survivors of the crew of sixteen of the Norwegian bark Germanic, were landed at New York on January 3 by the oil-tank steamer Hothan Newton. They were picked up in mid-ocean on December 17 in a terrible condition from exposure, eight days after their vessel had been abandoned.

Secret experiments of great interest are being conducted in Lorient Bay with a new 2.6-inch luminous shell, which is likely to prove a valuable asset in time of war. The new shell, which is the invention of a French naval officer, throws out a ray of which light when it strikes. During a night attack it will indicate the range of the enemy without exposing the firing war ships to view by means of their searchlights.

Rather than risk its vessels within the jurisdiction of Texas, which extends three miles from the shore into the Gulf, the Standard Oil Company is loading its tank vessels at sea. Eight of the Standard's big vessels were recently anchored five miles off shore from Port Arthur, taking on crude and refined oil cargoes for export. The oil is carried out in lighters, and this very hazardous service is costing the company \$2000 a day.

The American bark Edmund Phinney, Captain Alfred Anderson, was piled on the sands of Sandy Hook Beach, on December 14, and battered to pieces by mountainous seas. With great difficulty her crew, half dead from exposure, was rescued by the sandy Hook and Apermacete Cove life saving crew after clinging to the hulk for several hours. The last man had swung off in the breeches buoy when the broken and battered bark went to pieces and disappeared in the boiling waters. Not another man could have been saved, so suddenly did the bark disintegrate before the maddened seas.

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Arpanen, W. E. Brun, Mathias
Andersen, Peter J. Bruce, John -1107
Anders, Fredrick Frore, Richard
Anderson, Miles Braksch, Peter
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Worm, Albert
Worchoff, Alfred
Westin, J. A.
Vibrok, Carl
Vogel, Hans
Zonig, Oskar
Young, Peter

Pacific Coast Marine.

Captain Cousens takes command of the steamer Delhi, vice Captain Zeh, and Captain Mahoney takes command of the steamer Fulton, vice Captain Larsen.

The British bark Alexander Black, which arrived at San Diego, Cal., on December 31 from Rotterdam with cement, was over six months on the voyage, and almost circled the globe.

Ramon Portas, second officer of the steamer Ibero, has arrived from Vera Cruz, and reported that the vessel sank in a storm on the night of December 2, and all on board were lost except three.

Reports from Aberdeen, Wash., state that a more optimistic feeling is prevailing in regard to the running of the mills in that harbor, and it is believed that nearly all of them will be in operation again within sixty days.

The steamer Aberdeen, which arrived at San Francisco on January 2 from Eureka, reports that the Blunt's reef lightship had drifted from her moorings about two miles to the northward during the recent storm on the Coast.

The Lake-built steamer Winnebago, which arrived at San Francisco on November 29, from Wisconsin, has gone to the Fulton Iron Works to have alterations and repairs executed which will fit her for the coastwise lumber trade.

Captain William Tornstrom, formerly master of the barkentine Retriever, discharged at Redondo, recently arrived at San Pedro, Cal., to take command of the schooner Ethelsane, succeeding Captain Thorsen. Captain Dent takes the Retriever.

Following is the reinsurance list, as posted at San Francisco on January 3: British ship Alacrita, 154 days from Delagoa Bay for Hongkong, 25 per cent; Japanese steamer Gota Maru, 58 days from Hakodate for San Francisco, 85 per cent.

The Interisland Steam Navigation Company has applied to the Governor of Hawaii for a site in Hilo Bay for a wharf. It is proposed to build a wharf large enough to receive the new steamship Mauna Kea which is just being completed in San Francisco.

The first clearance of grain from San Francisco for the present year was made on January 3 by Captain Henry of the French bark Brenn. The Brenn arrived from Newcastle, England, on October 30, with general merchandise. Her present cargo goes to Queenstown.

The German steamship Schwaetzen, from Callao, which, in order to save her charter, was towed from off San Francisco, reached Chemainus, B. C., just in time. She passed Tatoosh, inbound, in tow of the San Francisco tug Resolute at 9 a. m. on January 1.

The British steamship Baron Cawdor, Captain Goudrey, arrived in Honolulu on December 24, sixty-five days from Newport News, with coal for the Navy. She is manned wholly by Hindoos. She has no charter, but expects to get one to carry coal from Australia to San Francisco.

O. E. Chapman, master of the American ship Shenandoah, filed a libel in the United States District Court at San Francisco on December 31 against the Shipowners and Merchants' Tugboat Company to recover \$55,000 for damages suffered by the Shenandoah while in tow of the tug Liberty.

The British ship Port Patrick, from Portland for the United Kingdom, collided with lightship No. 50 just after she crossed the Columbia River (Or.) bar on January 3. A portion of the Patrick's headworks was carried away, but she proceeded on her journey. The lightship will be taken to Astoria for minor repairs.

The old gunboat Pinta has been surveyed and condemned, and will be offered for sale to the highest bidder. The vessel is now at Mare Island (Cal.) Navy Yard, where she was towed a few weeks ago from San Diego, where she had been used for many months as a training ship by the naval militia of California.

A weekly service from San Francisco to Seattle is to be inaugurated by the Pacific Coast Steamship Company and will remain in force during the remainder of the winter. The service is to be in place of the more frequent movements of the company's steamers up the Coast. The steamer President, now undergoing repairs, will be laid up indefinitely.

The rough weather recently prevailing along the Coast has been responsible for washing up a large part of the wreck of the schooner Emma Claudina. The Emma Claudina, when bound from San Francisco for Grays Harbor in November, 1906, sprang a leak and was abandoned in a waterlogged condition. Most of her wreckage has been washed ashore near Aberdeen.

The American schooner Luka was sold under decree of the Admiralty Court at Honolulu on December 26 for \$1000. The Luka is a small schooner which has been in the Island trade for about twenty years. The Luka was bought only a year ago for \$2500, and her purchaser, A. M. Brown, for \$1000 is believed to have secured a great bargain.

Final papers of the biggest steamship merger ever consummated on the Pacific Coast and involving \$4,500,000 in property, were signed at Seattle, Wash., on December 31. By the terms of

the agreement the Northwestern Steamship Company and the Alaska Steamship Company are consolidated, and the result will be a complete realignment of the steamship lines running between Seattle and all points in Alaska.

C. D. Dunann, general passenger agent of the Pacific Coast Steamship Company, announced at Tacoma, Wash., on January 3, that the passenger business by water between Puget Sound and San Francisco more than doubled last year. He attributes this to two causes—first, the placing of two fine new steamships, the President and Governor, in commission; second, that for three months past many have traveled by water instead of rail to save money. He believes business will continue good this year, but it is yet too early to make predictions.

Officers of the Pacific Mail liner Acapulco, recently arrived at San Francisco from Central American ports, say that the work is proceeding vigorously at the Golden Gate wreck off Manzanillo. The task of the treasure hunters has been rendered easy owing to the fact that the fifty-year-old wreck has now worked up toward the beach. The treasure seekers, who have huts and appliances rigged up on the beach, were hard at work when the Acapulco was at Manzanillo and express themselves as being very confident of rescuing much treasure.

Another big steamer is being built at Moran's yards, Seattle, for the Alaska Pacific Steamship Company. She will be put on the run between San Francisco and Seattle, and with the Buckman and Watson, will provide a five-day schedule on the route. The new steamer, which has not been named, will be of 2000 tons register, 250 feet in length, 22 feet deep and will have a beam measurement of 38 feet. She will be equipped with engines of 2000 horsepower, and have a speed of twelve knots. It is expected that she will be ready for service in two months.

The new steamer Olson and Mahony, which is to go into the lumber trade on the Coast, arrived at San Francisco on December 29 with a cargo of 1023 tons of coal from Baltimore. During her passage the new vessel encountered a mishap which seriously retarded her progress. Leaving Baltimore on September 7, she lost her propeller on the 23d, and put into Rio Janeiro for repairs. After procuring a small temporary propeller, she left for San Francisco on November 13. The new steamer is of first-class construction and can carry 1,600,000 feet of lumber. She will probably take material for use on the Panama Canal.

Representative Hayes, of California, has introduced the following measures in Congress: Bill (H. R. 457) to provide for the erection of a lighthouse at Pilar Point, at the entrance to Halfmoon Bay, California. Bill (H. R. 458) to provide for the establishment of a life-saving station at Halfmoon Bay, south of Point Montara and near Montara Reef, California. Bill (H. R. 245) appointing a commission to select a site for a naval base on San Francisco Bay, California, and a site for a dry dock and repair station in San Diego harbor, California, and for other purposes. Resolution of Board of Trade of San Francisco, for improvement of Pearl Harbor, Hawaii; also Chamber of Commerce of Los Angeles; also State Board of Trade.

One of the most remarkable voyages on record will be commenced from Camden, N. J., on January 10, when Captain Dan Thomsen and Oly Hansen take the tugs Hercules and Goliath out of Delaware Bay for the purpose of bringing them through Magellan Straits to San Francisco. The Goliath will be towed by the Hercules, and no stops will be made en route. The Hercules and Goliath were built at Camden, N. J., at the yards of John H. Dialogue & Sons, for the Shipowners and Merchants' Tugboat Company of San Francisco for service in this port, and for taking heavy vessels long distances. Each is 150 feet long, 26 feet beam and 17 feet deep, and is equipped with triple expansion engines of over 1000 horsepower, which develop a speed of fifteen knots per hour. The new vessels are expected to arrive at San Francisco about the middle of March.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East street, San Francisco.

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WEDNESDAY, JANUARY 8, 1908.

THE SPIRIT OF '76.

About three months ago the editor of the JOURNAL discussed the subject: "The Spirit of '76, In Its Relation to Modern Strikes and Boycotts," before the California Society of Sons of the American Revolution, at a meeting held in San Francisco. The other speaker of the evening was Mr. Alfred Holman, editor of The Argonaut. The editor of the JOURNAL endeavored to show that the modern boycott was quite consistent with the spirit of '76, and cited several incidents in the history of that period to support his position. In his address Mr. Holman stated that he was then unable to go into the subject from the point of view assumed by the previous speaker, and confined himself to a general denial of the conclusions presented by the latter. The consensus of opinion expressed by the audience was that the argument showing a similarity between the spirit of '76 and the spirit of the modern boycott was slightly the stronger of the two views presented.

A week later Mr. Holman, having profited by a period of reflection and study amid the seclusion which an editorial sanctum grants, returned to the charge, this time in the columns of The Argonaut. In that paper we are told that we have strained a point "in assuming that the Fathers of the Republic accepted the principle of the boycott as that principle is understood and practiced to-day." The Argonaut continues as follows:

Analogy is oftentimes only a specious form of deception, for that which may be regarded not only as allowable and legitimate under one set of circumstances must be ranked among the foulest of wrongs under another set of circumstances. The non-importation policy of the Colonials was a protest on the part of a whole people against grievous exactions attempted to be enforced against them by what was essentially another and an unfriendly country. A policy which may properly claim justification under the broad principle of revolutionary right becomes quite another thing when evoked under modified conditions against an individual or a particular interest with reference to some trifling question of business or domestic practice. * * * Difference in time, difference in conditions, difference in magnitude of incident and event, difference in method—these under the broad rule of common sense forbid a serious attempt to make the one principle cover the two cases, to justify one act by the example of the other.

All of which simply amounts to saying that

"circumstances alter cases," a saying true enough at all times and pat enough at some times, but entirely inept at the present time. We are not dealing with circumstances, or policies, but with principles, which alter not, neither do they change.

Having spoken thus, Mr. Holman retired, for two weeks. Refreshed by an additional period of rest and recuperation, our contemporary emerges with an entirely new light upon the subject. In his latest writing in The Argonaut Mr. Holman accepts the analogy between the spirit of '76 and the modern boycott—but only to analyze it. Submitted to this searching process, the boycott becomes a "revolutionary process, directed against the existing government and seeking its overthrow"! Unfortunately for this analysis, it seems to ignore the actual purpose of the non-importation movement of '76, which was not the overthrow of government, in the revolutionary sense, but at most the overthrow of a ministry. The purpose of the boycott, as practiced in pre-Revolutionary times, was clearly defined by the leading spirits of that day as at once a peaceful, lawful and effective method of securing the object in view. That object was not the overthrow of government; on the contrary, the majority sentiment of the times was against revolution, and even against independence. The real object of the boycott might best be described as an effort to maintain the relations between the Colonies and the mother country by forcing the discontinuance of certain obnoxious measures on the part of the latter.

Mr. Holman's analysis analyzed, he is left with nothing but a little bit of rhetoric upon which to base his reply—three weeks deferred—to the statement made by the editor of the JOURNAL, that the spirit of '76, so far as it was manifested by the boycott, is identical with the spirit of '08, so far as the latter is manifested by the same means. It is the spirit, or principle, of individual liberty, the principle that labor power and purchasing power are individual possessions, to be bestowed or withheld as the individual pleases, the principle that these possessions are inalienable, that they can not be surrendered, and that whoever else would derive benefit from them can only do so by offering suitable returns, not by any attempt, no matter how speciously disguised, to compel any man to work for him or to buy from him. Possibly this will supply our esteemed contemporary with a cud upon which to ruminate for another week or two.

CHRISTMAS LABOR PRESS.

A number of our contemporaries in labor journalism honored the Christmas festival by issuing special editions appropriate to the occasion. Among the papers thus distinguished by their enterprise are the Union Labor Journal, Erie, Pa.; Fox River Leader, Aurora, Ill.; The Chronicle, Cincinnati, O.; Trades Unionist, Washington, D. C.; Iowa Unionist, Des Moines, Ia., and Idaho Unionist, Boise, Idaho. The publishers of these papers are entitled to great credit for the splendid showing made by their respective publications. The Christmas labor press does honor both to the day and to the cause for which it speaks. We congratulate our contemporaries and wish them the success due their merits.

Eastern readers will do well to note the fact that the anti-Exclusion sentiment of the West is confined to two classes, poets and preachers, with a politician thrown in here and there.

ACQUITTAL OF PETTIBONE.

The acquittal of Pettibone and the dismissal of the charge against Moyer brings to an end the famous trials for the murder of ex-Governor Steunenberg, of Idaho. The result justifies the faith of the labor movement in the innocence of the accused, and in the disposition of the State authorities to grant a fair trial. The case is at an end, so far as the charges against Moyer, Haywood and Pettibone are concerned, but the responsibility for the assassination of Steunenberg remains to be fixed. The course of justice seems to be quite clear. Orchard, the self-confessed murderer, should be made to pay the penalty of his crimes, so far as the law suffices to that end. It is to be hoped, too, that the parties responsible for the atrocious attempt upon the lives of innocent men shall also be made to feel the wrath of outraged humanity. Surely the annals of crime and persecution contain no darker page than that upon which is recorded the attempt to hang three innocent men for the sole purpose of discrediting an organization whose only offense is its devotion to the cause of justice. Similarly, the annals of jurisprudence contain no greater triumph than that of its victory over the forces of perjury and subornation.

Former Ambassador Aoki, in an address at San Francisco, assured his hearers that the intentions of Japan toward the United States are entirely peaceful. The United States may therefore take at least one long breath free from fear of creating a "crisis" between itself and the little brown bogey!

REPORT TO STATE FEDERATION.

(Continued from Page 2.)

with the State Federations of Labor within their respective States, and being fully cognizant of the value of such organizations to the labor movement in general, and believing that the American Federation of Labor is capable of wielding much influence in strengthening State branches, it is hereby

Resolved, By the twenty-seventh annual convention of the American Federation of Labor that a circular letter be issued by the secretary setting forth the advantages of State branches, and advising all local unions, whether directly connected with the A. F. of L., or through their International unions, to affiliate with their State Federation of Labor at the earliest moment, and be it further

Resolved, That the officers of each State branch desiring to receive the benefit of the distribution of said circular shall, upon the call of the secretary of the A. F. of L., furnish him with a list of local unions to which they wish said proposed circulars sent, together with the names and addresses of their secretaries.

Building Trades Section.

The Committee on Building Trades reported in favor of the establishment of a department of building trades. The recommendation of the committee, as adopted by the convention, is as follows:

"That a department of building trades of the A. F. of L. be created, said department to be chartered by the A. F. of L., to be composed of bona fide National and International Building Trades Organizations, duly chartered as such by the A. F. of L. and to be given authority over the Building Trades Sections; said Sections and Central Body to be affiliated to the A. F. of L., to be composed of bona fide local unions and recognized as such in the Building Trades.

"We further recommend that all local unions of the B. T. S. shall be affiliated with Central Bodies of the A. F. of L."

Industrial Education.

The Committee on Education reported to the effect that, while being opposed to any institution or system designed to teach short cuts to the various trades, it favored any legitimate method of imparting instruction so as to increase the standard of efficiency among the workers. The following is the substance of the committee's report, as adopted by the convention:

"After an exhaustive, impartial discussion, your committee decided to record itself in favor of the best opportunities for the most complete industrial and technical education obtainable for prospective applicants for admission into the

skilled crafts of this country, particularly as regards the full possibilities of such crafts, to the end that such applicants be fitted not only for all usual requirements, but also for the highest supervisory duties, responsibilities and rewards; and your committee recommends that the Executive Council give this subject its early and deep consideration, examining established and proposed industrial school systems, so that it may be in a position to inform the American Federation of Labor what in the Council's opinion would be the wisest course for organized labor to pursue in connection therewith."

Van Cleave Injunction.

The special committee to which the matter of the Van Cleave injunction suit was referred reported in favor of adopting every possible means to defend the constitutional rights of labor to publicly make known its grievances and to seek redress of its wrongs by appeal to its friends and the public at large. The following recommendation was unanimously adopted:

"We commend the action thus far taken by the President and the Executive Council, in taking the necessary legal steps to maintain our constitutional rights. Your committee believes it is of vital importance that this suit be fought to a successful termination, and, therefore, to raise an available fund for that purpose we recommend that this convention authorize the President and the Executive Council to issue a special assessment of one cent per capita, and that the President and the Executive Council aforesaid be further authorized to make such other and further assessments, should occasion require, as they in their judgment may deem necessary."

Resolutions Adopted.

Of the numerous resolutions introduced at the convention, the following, among those of more general importance, were adopted:

For extension of Chinese Exclusion Act so as to exclude Japanese.

For legislation to increase the pay and reduce the hours of Post Office clerks.

For legislative and Executive action to improve the economic and political conditions of the people of Porto Rico.

For the establishment of a Parcels Post.

Congratulating the people of Oklahoma upon the admission of that territory as a State of the Union, and upon the liberal character of their Constitution.

For direct primaries for the nomination of all municipal, township, county, State and Federal officers, for the restriction of the use of money by candidates and for the publication of campaign expenses.

Adding a paragraph to the Economic Platform of the Federation, as follows: "We favor a system of United States Government Postal Savings Banks."

For the creation of a committee by each central body for the purpose of carrying on a campaign of education regarding the attitude of Van Cleave and the Manufacturers' Association in their efforts to destroy trade-unionism.

For the passage of legislation providing that only the United States Supreme Court shall have power to declare unconstitutional a Federal law, and limiting the same power in the matter of State laws to the State Supreme Courts.

Opposing Anti-Scalping legislation.

For compulsory life and other insurance.

Favoring income and inheritance taxes.

For abolition of child labor by State legislation.

For establishment of Initiative and Referendum.

For Congressional investigation of methods pursued by telegraph companies.

For abolition of contract labor system.

Opposing Ship Subsidy bill.

Favoring legislation for the establishment of a manning scale for American ships and for other legislation in the interests of seamen and the traveling public.

Resolutions Defeated.

The following resolutions were rejected by the convention:

Providing that hereafter charters granted by the Federation shall stipulate that all members of unions must be eligible to vote at public elections.

Adding to the Economic Platform a paragraph calling for the government ownership of mines, railways, telegraph and telephones.

Providing that members of organized labor shall hold aloof from the militia.

For old age pensions.

For political unity on class lines.

For industrial form of organization.

Favoring arrangements to have all trade agreements among kindred crafts terminate on the same day.

General Recommendations.

Among the recommendations of a general nature adopted by the convention were proposals for the continuance of the efforts to establish a general eight-hour workday; to observe the second Sunday in May as "Labor's Memorial Day"; to discontinue the use of the terms "open shop" and "closed shop," and to substitute therefor the terms "union shop" and "non-union shop"; to co-operate in every possible way with the American Society of Equity.

An important feature of the convention's proceedings was the expose made by President Gompers of the attempt of the Manufacturers'

Association to bribe him, under threat of exposing his alleged misconduct. The convention expressed its opinion of these methods by a unanimous vote of confidence in President Gompers.

Officers' Salaries.

The salaries of the officers of the Federation were increased, as follows: President, from \$3,000 to \$5,000 per year; Secretary, from \$2,500 to \$4,000; Treasurer, from \$300 to \$500 per year; Organizers, members of Executive Council and speakers engaged by the Federation, from \$4.50 per day and traveling and hotel expenses, to \$5 per day and traveling and hotel expenses.

Constitutional Amendments.

The Constitution was amended, as follows: Inserting the word "shall" after the word "or" in the fifth line of Sec. 3, Art. XI, so as to read as follows:

"Sec. 3. Where there are one or more Local Unions in any city belonging to any National or International Union affiliated with this Federation, they may organize a Trades Assembly or Central Labor Union, or shall join such body, if already in existence."

Article IX.—(New Section)—Sec. 12. The Executive Council of the American Federation of Labor shall only have power to revoke the charter of an affiliated National or International Union when the revocation has been ordered by a two-thirds majority of a regular convention of the American Federation of Labor, by a roll-call vote.

Insert in Section 11 of Article IX, between the words "unions—and," on line 11, the following: "No affiliated International, National or Local Union shall be permitted to change its title or name if any trespass is made thereby on the jurisdiction of an affiliated organization without having first obtained the consent and approval of a convention of the American Federation of Labor."

Other amendments to the Constitution provided for further safeguarding the funds in bank, for an increase in the personnel of the standing committees from eleven to fifteen members and for extending the time for the introduction of resolutions from the third to the fourth day of the convention.

Economic Platform.

Following is the Economic Platform adopted by the Minneapolis convention and amended by the Norfolk convention:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man suffrage.

15. Suitable and plentiful play grounds for children in all cities.

16. The initiative and referendum and the imperative mandate and right of recall.

17. Continued agitation for the public bath system in all cities.

18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

20. We favor a system of United States Government Postal Savings Banks.

Officers were elected as follows:

President, Samuel Gompers; First Vice-President, James Duncan; Second Vice-President, John Mitchell; Third Vice-President, James O'Connell; Fourth Vice-President, Max Morris; Fifth Vice-President, D. A. Hayes; Sixth Vice-President, Daniel I. Keefe; Seventh Vice-President, William D. Huber; Eighth Vice-President, Joseph F. Valentine; Treasurer, John B. Lennon; Secretary, Frank Morrison; Fraternal Delegates to the British Trade-Union Congress, Andrew Furuseth and James J. Creamer; Fraternal Delegate to the Canadian Trades and Labor Congress, Hugh Frayne.

The city of Denver, Colorado, was chosen as the next meeting place of the Federation.

Respectfully submitted.

W. MACARTHUR.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 6, 1908.

Regular weekly meeting was called to order at 7:30 p. m., J. V. Thompson in the chair. Secretary reported shipping dull. The quarterly and yearly financial reports of the Secretary were read. A committee for the purpose of counting the ballots on the election for officers for the ensuing term was elected.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Dec. 30, 1907.
Shipping dull; prospects uncertain.

H. L. PETERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Dec. 30, 1907.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Dec. 29, 1907.
Shipping and prospects poor.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Dec. 30, 1907.
Shipping and prospects medium.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Dec. 30, 1907.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 30, 1907.
Shipping and prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Dec. 30, 1907.
Shipping improving; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Dec. 23, 1907.
Situation unchanged.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

San Francisco, Cal., January 2, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull. The following were declared elected officers for the ensuing term: Secretary, Eugene Steidle; assistant secretary, Dan Fulton; treasurer, Ed. Andersen; first patrolman, T. McGlinchey; second patrolman, Eugene Burke; agent in Seattle, Leonard Norkgauer; patrolman in Seattle, John Meade; agent in San Pedro, Chas. M. Dawson.

A quarterly finance committee was elected.

EUGENE STEIDLE, Secretary.

Seattle, Wash., Dec. 26, 1907.
Shipping medium; plenty of men ashore.

ARTHUR KNOWLES, Agent pro tem.

San Pedro, Cal., Dec. 26, 1907.
Shipping very good; few men ashore.

CHAS. M. DAWSON, Agent.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Dec. 31, 1907.
Shipping quiet.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC.

Headquarters, New York, N. Y., Dec. 24, 1907.
Shipping slack; prospects uncertain.

H. P. GRIFFIN, Secretary.
42 South St.

DIED.

Harry Johnson, No. 1219, a native of Norway, age 39, died on board the steamer Rosecranz, at Oakland, Cal., on Jan. 2, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

SEASON'S COAL SHIPMENTS.

In spite of the fact that there was quite a let up in shipments in October and November, the movement of coal by Lake during the past season was very heavy and was far ahead of 1906. The local shippers did not fill all their orders at upper Lake ports. A good start was made early in the season, but near the close shipments dropped off on account of the shortage of cars and the condition of the money market.

The coal trade took care of more large carriers during the past season than ever before, and 10,000-ton cargoes were quite common. Boats of that class, however, had trouble getting cargoes in October and November, and many large carriers were forced to go up light. There was a rush during the past ten days of the shipping season, and a number of steamers loaded for Milwaukee, Manitowoc, Sheboygan and the head of Lake Superior in December. The last cargoes to go to Duluth were taken by the steamers Augustus B. Wolvin and James C. Wallace. They sailed from Ohio ports December 8.

While the dealers at the upper Lake ports did not get as much coal forwarded as they expected, stocks at most of the ports are heavy, and there is not much danger of a shortage. Shipments to Lake Superior ports were about 1,500,000 tons ahead of 1906, and receipts at Milwaukee show a gain of about 800,000 tons over the previous season.

Tonnage was in good demand at Buffalo, and most of the vessels that traded to that port were able to get cargoes. The movement of hard coal was much heavier than it was in 1906. The total coal shipments from Buffalo by Lake were 3,851,086 tons, an increase of 1,169,278 tons over last year, when 2,681,808 tons were forwarded by boat from that port.

This year's shipments by months are: March, 13,273 tons; April, 407,869; May, 299,350; June, 313,665; July, 421,425; August, 465,373; September, 449,671; October, 495,210; November, 446,150; December, 138,800 tons. A large amount of coal was loaded at Buffalo before the opening last spring.

STRIKE CLAUSE IN CHARTERS.

The following, from the Cleveland Plain Dealer of December 21, shows that the vesselowners are expecting trouble next spring:

The rate for winter storage in grain at the head of Lake Superior and spring delivery at Buffalo has been fixed at 3 cents. Some business has been done at that figure at Fort William but no charters have been reported at Duluth. A big local steamer is taking on crop at Fort Williams and some figuring for more capacity is being done.

There is not much capacity at the Canadian head of the Lakes and all the boats that are in winter quarters there will probably be loaded. The steamers J. B. Wood, H. P. McIntosh, Abraham Stearn, J. J. Boland and Charles O. Jenkins and the Canadian steamers Paliki and Meaford are laid up at Fort William and Port Arthur. The Jenkins was loaded and ready to sail December 10,

but she could not get insurance and was forced to hold her cargo.

It is expected that there will be a good demand for vessels to hold coal during the winter months and that a large amount of coal will be afloat before the opening of navigation. A number of large carriers have taken on cargoes at Cleveland, Ashtabula and Lorain and the shippers at other ports will begin loading next month. The contract between the operators and the miners expires in April and in case of trouble the shippers will have a good supply of Lake coal on hand.

The vesselmen that have placed their boats for winter storage have insisted on a strike clause being placed in the charters. That means that they will not be forced to start their boats out next spring in case there is any labor trouble in the Lake trade. There was some trouble over that point two years ago, when the vesselowners and one of the unions failed to reach an agreement. A strike followed and the grain shippers demanded that the boats be started as soon as the Straits and the Soo River were open. The owners had to fit the boats out and place them in commission before they were ready. There will not be any trouble of that kind next season.

FIRST AND LAST OF SEASON.

The steamer Harlem was the last vessel to load at a Lake Erie port in the season just passed. She left Cleveland on December 15 with a cargo of coal for Milwaukee, where she arrived safely on the 19th.

The season was opened by the steamer Charles Weston, which sailed from Toledo on April 1, and the steamer W. A. Rogers, which left Lorain on the same date. They took coal cargoes for the head of Lake Superior and they were out nearly a month when they arrived at Duluth.

They reached Detour about April 4 and spent about twenty days in the ice in the vicinity of Beefbone Reef, as the Soo River was not opened until April 24, and then ice crushers had to be hired to break a channel through the river. The channel was opened by the ice crusher Algolah, two whaleback steamers of the Pittsburg Steamship Company and tugs of the Great Lakes Towing Company.

Although a general start for Lake Superior was not made until about the middle of April, there was a big fleet of freighters waiting when a channel was forced through the Soo River. There was a great rush for the coal docks at the head of Lake Superior and many of the boats were damaged in the ice.

The steamers W. G. Pollock and Joshua W. Rhodes were the first boats of the Lake Michigan grain fleet to start out. They passed the Straits on April 4 and after delivering their cargoes at Buffalo, made a coal trip to Lake Michigan before they were sent to the head of the Lakes for ore. A number of steamers made two trips to Lake Michigan with coal before the Soo River was open.

Demand the union label on all products.

RECORD OF STEAMER ROGERS.

A wonderful record was made by the steamer H. H. Rogers, of the Pittsburg Steamship Company, last season. She probably moved more freight than was ever carried by one vessel in the same time in the world. The big freighter covered pretty close to 44,000 miles and carried 323,567 gross tons of iron ore.

She delivered twenty-nine cargoes and the average cargo was 11,157 gross tons. Her largest cargo was 13,333 tons, which she took from Escanaba to South Chicago.

Although the Rogers made one trip less than the steamer W. E. Corey did in 1906, when she made a record with 302,547 tons, the Rogers carried 21,020 tons more ore. The great increase in the carrying capacity of the Lake fleet is very plainly shown in the records of the two ships named. In spite of the fact that the Rogers made one trip less than the Corey she carried enough more to make two cargoes for the latter steamer. The average cargoes of the Corey in 1906 was 10,085 gross tons.

The amount of ore carried by the steamer Rogers during the past season would furnish cargoes for the largest fleet in the Lakes for a season twenty years ago. The steamer Manola of the old Minnesota fleet was one of the largest carriers on the Lakes in 1890. During that season the Manola made thirty trips and she only carried 66,300 tons of ore. The records of the two ships show that the carrying capacity of the Rogers is nearly five times as great as the largest carriers on the Lakes in 1890.

The Rogers, which came out in 1906, was in command of Captain James Leisk last season. She is 600 feet over all, 580 feet keel, 58 feet beam and 32 feet deep.

The Corey, which made a record in 1906, came out in 1905. She is 569 feet over all, 549 feet keel and 56 feet beam. The Manola, which was a monster in 1890, is 282 feet keel and 40 feet beam.

Although the modern Lake freighters are not built for speed the record made by the Rogers last season shows that they are not slow in getting around. The Rogers was only in commission about 235 days and she covered about 44,000 miles. That means that she did not spend much time in port and that she did not seek shelter very often. It is figured that the best of the Atlantic liners only move from 56,000 to 58,000 miles in a season and the showing made by the Rogers is not equaled by some of the salt water steamers.

Captain Louis Lautenslager, local manager for the Great Lakes Towing Company, at Buffalo, has a new steel tug which he says is the best ice crusher on the Lakes. He is willing to back his opinion for \$1,000.

A number of ore carriers are still holding ore cargoes at Lake Erie ports. Dock space is scarce and it will be some time before they are all unloaded.

There is a large amount of grain afloat at Buffalo. About thirty steamers are holding cargoes.

WINTER FLEETS.

Cleveland.

STEAMERS IN MAIN RIVER.

O. M. Poe	Falcon
Maricopa	Badger State
Harvard	Argo
Hiawatha	Sachem
C. C. Hand	Rhoda Emily
A. Y. Gowen	D. Leuty
Castalia	Arizona
M. B. McGregor	C. H. Bradley
H. D. Coffinberry	Maritana
A. S. Chisholm	E. A. Shores
A. L. Hopkins	J. B. Neilson
Harlow	H. E. Runnells

IN RIVERBED.

Louisiana	Maliotoa
Centurion	A. B. Wolvin
Cadillac	Samuel Mather
Pioneer	Briton
Pontiac	George Stephenson
W. A. Hawgood	William Siemens
R. Stewart	Australia
Superior City	Case
Andaste	Italia
Mariposa	John Stanton
Choctaw	Caledonia
Joliet	Major
John Harper	Onoko
E. W. Oglebay	W. F. Fitch
Pathfinder	Fayette Brown
Corallia	Tacoma
Elba	

ON THE LAKE FRONT.

Mathew Andrews	Phillip Minch
J. J. Sullivan	H. Steinbrenner

SCHOONERS IN MAIN RIVER.

Golden Age	Bottsford
F. A. George	Hattie
J. P. Donaldson	Tyrone
G. B. Owen	Allegheny
Twin Sisters	Scotia
Antrim	Magnetic
C. B. Jones	Miztec
A. Anderson	George Nestor
Chattanooga	J. B. Lozen
Plymouth	George Corliss

IN RIVERBED.

Polynesia	S. D. Warriner
Amazon	

BARGES.

137	Racine
David Moran	Baldwin
Norman Kelley	J. R. Edwards
J. H. Pellett	M. E. Orton
D. G. Cutler	

Milwaukee.

STEAMERS.

C. A. Eddy	H. B. Hawgood
Omaha	Umbria
Adella Shores	City of Paris
Chas. Neff	G. W. French
Iron King	Thos. Davidson
Merrimac	R. W. Englund
Gladstone	Topeka
C. Tower, Jr	Rappahannock
Neosho	Lake Shore
Vermillion	Colonial
Wm. H. Mack	Manchester
Roman	S. R. Kirby
German	H. Wilkinson
Chas. S. Warner	W. B. Davock
A. E. Stewart	J. J. McWilliams
Alfred Mitchell	J. Q. Riddle
P. P. Pratt	Venus
F. Schlessinger	Neptune
W. H. Wolf	Frank H. Peavey
Jas. S. Dunham	Geo. W. Peavey
W. E. Fitzgerald	Silwyn Eddy
L. C. Waldo	P. P. Miller
Christopher	Moses Taylor
Wm. Rogers	H. A. Hawgood
Colonel	Daniel Mitchell
Neshota	Victory
Verona	Gen'l. Garrettson
Jno. Oades	Maryland
R. P. Flower	E. M. Peck
Mars	F. L. Vance
Normandie	Pueblo
Marlon	Jas. P. Walsh
J. W. Wescott	S. M. Clement
Roumania	Byron Whittaker
Hugh Kennedy	Jno. Sherwin
G. H. Russell	Wyoming
Jno. Owen	Volunteer
Lagona	Lansing
E. J. Earling	R. Rhodes
Anna C. Minch	D. C. Whitney
E. C. Pope	Wallula
Wm. H. Gratwick	Cumberland
E. F. Holmes	

SCHOONERS.

L. A. Burton	Coral
William Aldrich	City of Sheboygan
Defiance	Bell Brown
Melitta	Penobscott
Kewaunee	Periboscott
Elida	Cora A
L. A. Simpson	Jura
Blackhawk	Stafford
Seaman	Hackley
Oneida	

BARGES.

Chickamauga	Athens
Constitution	Crete
Iron Queen	Hartnell

Buffalo.

At Buffalo there is a fleet of thirty winter storage steamers laid up.

There are sixteen wheat cargoes—the Saxona, H. D. Goulder, Yosemite, F. M. Osborne, Frank C. Ball, A. G. Brower, D. Z. Norton, Charles Hubbard, Ward Ames, Kensington, J. H. Bartow, Charles Hebard, Gilchrist, W. K. Bixby, W. W. Brown, Helena. There are nine with flaxseed—the George L. Craig, Bransford, Thomas Adams, W. C. Richardson, Sonora, J. G. Butler, Senator, D. R. Hanna, H. S. Sill. The H. W. Oliver and A. M. Marshall have barley; the John Mitchell has oats; the Sultana has flaxseed and wheat, and the Sahara has wheat and oats. The totals are 4,265,867 bushels of wheat, 2,452,583 bushels of flaxseed, 454,635 bushels of oats, and 393,000 bushels of barley, a grand total of 7,566,085 bushels of nearly all sixty-pound bushels.

This is something of a falling off in the amount of flaxseed, but the other sorts are well up to former seasons.

Tonawanda.

The fleet of vessels in ordinary at the Tonawanda ports number thirty-seven against sixty-two in winter quarters last year. While the number this year is far less, the amount of ship rebuilding and repairing this winter, will greatly exceed the amount done last winter at the Tonawandas. The fleet at winter quarters are:

Steamers—Edward Smith, C. H. Green, A. Weston,

Buehl, C. A. Street, Schoolcraft, F. A. Meyer, J. F. Eddy, Fleetwood, C. F. Curtis, Veronica, H. E. Packer, Clyde, Oceanica, John F. Pidgeon, Jessie Farwell, Lycoming and Aztec.

Schooners—St. Louis, Ben Harrison, Eleanor, A. Steward, Pennington, Moravia, T. S. Fassett, N. C. Holland, Sweetheart, Commodore, Hutchinson, Case, Buffalo, Genoa, Our Son, Iron City, Grace Holland, Helvetia and Mary N. Bourke.

Fort William.

The following vessels are wintering at Fort William: Paliki, Meaford, John J. Boland, James B. Wood, H. J. McIntosh, Charles Q. Jenkins and Abraham Stearn.

LAKE LETTER LIST.

Tonawanda.

Anderson, Frank	Johansson, Carl
Anderson, Edward	Jamieson, William
Anderson, W.	Jacobson, Aug.
Anderson, Carl	Johnson, Albert
Anderson, Carl Antone 2	Jacobson, John
Anderson, Oskar	Jefferen, George
Amunson, Cornelius 2	Jensen, John
Bentsen, Albert, 2	Karlson, Karl A.
Bentsen, Abraham	Karlske, Michael
Bohn, A. F.	Loven, William
Bondon, Fred	Larsen, C. E.
Brinniers, Don Hur K. 2	Larsen, L.
Brown, Clarence J.	Lindgren Viktor
Brown, Joe	Larsen, Charles E.
Brown, Fred C.	Larsen, Hans
Burgess, James 4	McCall, Pat
Burtete, William	McDonald Murdock
Campbell, Christ	McIlwath, Chas.
Carlson, Charles	McIntile, John
Cattanach, Ralph	McLeod, Thomas
Churbuck, E. W. 2	McMullen, Robert
Clare, Frank	Miller, Hans
Cunningham, John	Mathiasen, Oscar
Conrow, Frank	Mickle, John
Conger, Joseph	Nilsen, Miles B.
Collins, Arthur	Olsen, John L.
Cowan, Maurice C.	Org, A.
Christiansen, Loftus	Olsen, Johannes
Christiansen, Chas.	Osterdahl, H. B.
Cook, Henry	Olsen, Johan
Coleman, Arthur	Olsen, Fritjaf
Dully, A.	Olsen, Karl Johan
Duecks, Louis	Olsen, John B.
Hansen, Thargrin	Ommendsen, Fallak
Donaldson, A. E.	Parker, John E.
Edwards, Elias	Pedersen, Peter
Engelsen, T. M.	Pedersen, A.
Frantz, Ross	Pedersen, N. A.
Ford, John	Rankin, Joe W.
Gallagher, Jack	Ringer, Clarence
Gillgrin, Peter	Roeskala, Oskar
Green, J. S.	Rindell, C. A.
Hanson, A.	Rolle, Nelson
Hanssen, Harry	Rowland, Chas. W.
Halvorsen, Ingwald	Riley, John
Huhy, Edmon J.	Stalls, William
Hansen, Martin	Segulia, Mike
Higgins, Stephen	Steele, John
Hanson, A.	Sassen, Durr
Hansen, Geo.	Stakes, Edward
Hanson, P.	Snaknear, Ed.
Hansen, Amund	Sutton, Charles
Hansen, Carl Otto	Sullivan, S. T.
Hansen, Einar	Sheldon, H. A.
Hampton, S.	Tuftezan, James M.
Johnston, Oscar	Treymenn, Bill
Jenssen, Christ	Teho, Henry
Justesen, Oscar	Tams, Joe
Johansen, Martin	Waters, Frank
Jakohson, August	Wells, George
Johannessen, Einar	Yerkes, Mr.
Johnsen, Ole	Young, James

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, WIS.	133 Clinton Street
	Telephone 240 South.
BUFFALO, N. Y.	55 Main Street
	Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.	37 Bridge Street
	Telephone 552.
CLEVELAND, O.	81 Main Street (Old Number)
	Telephone Bell West 351.
TOLEDO, O.	719 Summit Street
	Telephone Black 6081.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.
AGENCIES.	
DETROIT, MICH.	7 Woodbridge Street, East
	Telephone 3742.
ASHLAND, WIS.	515 East Second Street
	Ashland Phone 1563.
SUPERIOR, WIS.	1721 North Third Street
	Telephone, Old Phone, 4428 L.
BAY CITY, MICH.	108 Third Street
OGDENSBURG, N. Y.	40 Ford Street
FT. WILLIAM, ONT., CANADA	Box 235
KINGSTON, ONT., CANADA	(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.	725 Quay Street
ERIE, PA.	107 East Third Street
	Telephone Bell 599 F.
CONNEAUT HARBOR, O.	922 Day Street
	Telephone Local 233.
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
	Telephone 1944 South Chicago.
SANDUSKY, O.	510 Meigs Street

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Bread—McKinney Bread Company, St. Louis, Mo.

Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City; Manufacturers of The Henry George and Tom Moore cigars.

Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.

Groceries—James Butler, New York City.

Tobacco—American and Continental Tobacco Companies.

Whiskey—Finch Distilling Company, Pittsburg, Pa.

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Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.

Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.

Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.

Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roof & Co., Philadelphia, Pa.

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PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.

Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning Brick, Tile and Terra Cotta Company, Corning, N. Y.

Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

Carriage and Wagon Builders—S. R. Bailey & Co., Amesbury, Mass.

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Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.

Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Horae Stove Works, Indianapolis, Ind.; Bucks Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.

Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.

Fibre Ware—Indurated Fibre Ware Company, Lockport, N. Y.

Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.

Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.

Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.

Leather—Lerch Bros., Baltimore, Md.

Paper—Remington-Martin Paper Co., Norfolk, N. Y. (Raymond Paper Co., Raymondville, N. Y.; J. L. Frost Paper Co., Norwood, N. Y.).

Wall Paper—William Bailey & Sons, Cleveland, Ohio; Potter Wall Paper Co., Hoboken, N. J.

Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.

Wire Cloth—Thos. E. Gleason, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co., and New York Bill Posting Co., New York City.

Hotels—Reddington Hotel, Wilkesbarre, Pa.

Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.

Telegraphy—Western Union Telegraph Company, and its Messenger Service.

D. M. Parry, Indianapolis, Ind.

Thomas Taylor & Son, Hudson, Mass.

C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

RADIAL ENGINE.

The model of an engine invented by a Liverpool engineer and recently exhibited in that city attracted a great deal of attention. Following are some particulars concerning it:

It is described as a radial engine, and it is stated that in power and in economy in space and fuel it is superior to the turbine engine, and that it possesses the further advantage—especially for steamships—of reversing by almost instantaneous action. The engine is very simple in construction, the following statement being made in relation thereto:

All that is to be seen is a small cylinder securely bolted to a bed plate with a cylinder cover at each end and a shaft passing through two covers and supported on either side by a bearing. On the top of the cylinder is a small steam chest with a control valve. The important principle is that the steam pressure is direct on the piston from the boiler. The leverage is direct and unvariable, the part of its mechanism affected by the steam being always at the greatest distance from the shaft center.

The engine has been designed primarily for marine work, and it is claimed by expert engineers who have examined it that it can be applied to any great ocean steamer, and that as compared with the turbine engine there would probably be a considerable saving in space and weight and a saving of at least 25 per cent in fuel. The small engine used in the test produced 30 revolutions per minute with 5 pounds of steam, 80 revolutions with 10 pounds, 200 revolutions with 15 pounds, 450 revolutions with 30 pounds, and 1,000 revolutions with 50 pounds. The inventor claims for this engine one-third more power than any other existing engine of the same piston area. It is thought that the radial engine, if applied to the railway service, would largely increase the power of the present locomotives. It can be fitted to any axle. The model has been examined not only by representative English engineers, but by engineers from other countries, and they have expressed the opinion that when the engine is built on a large scale it will prove a most useful and valuable invention and capable of very wide application.

HARBOR OF DURBAN.

A mere channel at Durban, a South African port, has been converted into an ample and deep harbor, with safe navigation for all vessels up to 31 feet draft. The work of forming a harbor at Durban was started in 1882 and continued until 1906 without interruption, costing about \$17,000,000, including developments and equipments. The recent arrival and anchoring inside the harbor of a large White Star liner, on her regular trip from Australia to the United Kingdom, marks the final disuse of the outer anchorage. The wharfage, completed in 1906, gives a combined frontage of 12,185 feet, which includes excellent and ample timber wharves and jetties, with a depth alongside of these of 25 feet at low water. The improvements include eight commodious and closed sheds, capable of storing 100,000 tons of cargo; four open sheds and four smaller closed sheds, as well as a large bonded warehouse, which was completed last year. The wharves are provided with

sufficient movable and stationary cranes and capstans. The harbor department has 3 steam tugs, and the private craft for hire at the harbor consist of 3 steam tugs, 46 cargo, and 7 ballast lighters. The department also owns the largest floating dock in South Africa, capable of raising a vessel of 8,500 tons net weight.

Vessels entering the inner harbor are charged, exclusive of wharfage and pilotage, 18 cents for each registered net ton up to 400 tons, 14 cents from 400 to 1,500 tons, 8 cents from 1,500 to 2,000 tons, and 4 cents for over 2,000 tons. Merchant vessels calling for bunker or cargo coal only, the product of Natal, are charged half the ordinary port dues, inclusive of light dues, or alternatively 12 cents per ton on quantity up to 1,000 tons, and 6 cents per ton for over that amount, the light dues being taxed at the minimum rate. Wharf dues on cargo landed or shipped is \$1.25 for every \$486.65 value and fractional pro rata, payable by the consignee or shipper, as the case may be.

WILLIAM'S PEACE RECORD.

When the Kaiser tells the English that he is a prince of peace, the "blue water" journalists over there give out derisive remarks and the echo rises in America. Yet William II can point to history. His critics have no rejoinder except intangible suspicions. He has never had a war, nor, as events have been reviewed with sober second thought, been close to a war.

During all his reign the German Emperor has been devoted to the extension of industrial wealth in the states over which, as he believes, he has been by divine appointment called to rule. No other sovereign in Europe has equaled his success in making a nation richer than he found it. Germany is in present wealth and in the basis of future wealth a different nation from that of Bismarck. If the result is due to the German people chiefly, it is self-evident that his great power has industriously and skilfully helped them.

Germany's position compels her to be a formidable military power. It justifies a well-conceived "bluff" upon occasions. If the various utterances of the Kaiser cited as indications of warlike schemes are interpreted as bluffs, designed to maintain his military prestige and inspire wholesome fear, while he and his people work to enlarge their resources, the interpretation would square with the records of our times and confirm his protestation of peaceful policies. The one certainty stands in his favor—he has had no war, though there have been opportunities to gain glory and conquest a war-crazed monarch would have seized. If he should die to-morrow, it is hard to see how historians could avoid telling that he was a consummate master of the royal art of using war as a weapon for obtaining results without bloodshed and of concurrently using peace for the construction of national wealth.—Public Ledger.

Sir Frederick Borden and Gen. Lake, of Ottawa, are visiting the National Park, Gettysburg. They are going to obtain some idea of the possibilities of a similar park on the Plains of Abraham. The invitation comes from the National Park Commission of Gettysburg.

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INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA 29 Erskine Street, Sydney, N. S. W.

INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienkrantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

WORLD WAR ON RATS.

A society of Copenhagen, aided and abetted by the Danish Government and Legislature, is perfecting the machinery for a war which will ultimately embroil the whole civilized world. It will end only with the utter extermination of the enemy. It will be fought with all the aids that the ingenuity of man can supply; the enemy will be shot, trapped, poisoned and a price will be set on his head.

That, at any rate, is the avowed object of the society engineering this war. Its title is "L'Association Internationale pour la Destruction Rationnelle des Rats." Though it has only been in existence a few years, it has already exercised great influence, not only in Denmark but also in other countries.

It is not so very long ago that even in Copenhagen the seriousness of the problem was far from being understood by the man in the street. But one man did understand the rat and all its evil ways and worked the better part of a lifetime to make them understood by others. He was a civil engineer called Zuschlag, whose hobby was the study of economic zoology, in particular the life history of man's enemies in the animal world. He noted that while other pests "specialized," as it were, confining their unsolicited attention to certain circumscribed spheres, the rat was ubiquitous. Agriculture and shipping, industries and trades, country mansions and farm cottages, palaces and slums—all suffered from the depredations of the rat. He began to gather statistics and found that the rat appeared to be everywhere; to eat everything, to destroy everything, excepting alone stone and iron. His information told of whole acres of corn laid low, of raids made upon poultry farms, of nightly devastations in grocers', bakers' and butchers' shops; of water pipes gnawed through and places in consequence flooded, causing hundreds of pounds of damage. He was enabled to state that the rats cost his country every year at least £400,000 in preventable damage.

The last count in Zuschlag's indictment against the rat is the terrible part played by it in the dissemination of bubonic plague. He published his views in 1903 in a book which may be regarded as the standard work on the subject and the official declaration of the international war against the rat. A few weeks ago he had the great satisfaction of seeing this theory accepted in the report issued by the Plague Committee appointed by the Secretary of State for India.

To provide an object lesson for the people at home and abroad in the rational destruction of rats the committee selected Copenhagen and the neighboring Frederiksborg. The total "bag" obtained in eighteen weeks amounted to 103,000 rats, at a cost of 13,255 kroner (about £736) pair for premiums and cremating, or 1d a rat. "Now," said Zuschlag and his committee, "you will all agree that each rat eats and destroys each day at least one farthing's worth of food and material. One hundred and three thousand rats would have cost you about £39,000. Having spent £736 on killing them, we have saved you £38,000 odd."

This way of reasoning appealed to the economical Dane. Campaigns were undertaken in other places with similar satisfac-

tory results, and so much had Zuschlag's scheme impressed the public mind with its practicability that in the following year first the Farmers' Union, then the Property Owners' Society and then all the borough councils presented petitions to the Government and Riksdag asking that Zuschlag's proposals should be embodied in a law without delay. Several bills were subsequently brought in and dropped, but last year the Home Secretary introduced a measure, which was passed unanimously by both Houses of Parliament and became law last March.

This rat law is now in full swing. Under the Act the State undertakes to spend £1600 annually for three years and compels the county and borough councils to spend 3s 3d a year for each 100 inhabitants, on the society having given the guarantee that it will spend at least £500 each year. In return for this expenditure the society is intrusted with the entire working of the Act.—London Mail.

BRITISH PARCELS POST.

Owing to the interest in the continued improvement of the Postoffice service in this and other countries, the following, explaining the operations of the parcels post in the United Kingdom, will be of interest:

There are no carrying companies in England like the express companies of the United States, but the British Postoffice and railroads perform the same kind of service. The Postoffice carries parcels not exceeding 11 pounds in weight. The charge is 3 pence (6 cents) for 1 pound or less, and a gradual increase up to 11 pence (22 cents) for 11 pounds or more than 10. The size is limited to 3 feet 6 inches in length, but may be any width, except that length and girth combined must not exceed 6 feet. Explosive, dangerous, filthy, and indecent articles are prohibited. The Postoffice pays £2 (\$9.73) compensation for loss of a parcel, except one containing money or jewelry. But compensation for every parcel can be secured by registration. The ordinary registry fee of 2 pence (4 cents) secures £5 (\$24.33) compensation; a fee of 3 pence secures £20 (\$97.33); 4 pence, £40 (\$194.66), and so on up to the maximum compensation of £400 (\$1,946.60) by the payment of 1s. 10d. (44 cents). Compensation for damage is given only when the packet is conspicuously marked "Fragile, with care."

The British railways carry on passenger trains parcels of any size, shape, or weight, the only limitation being that they must be of such size and weight as to go into the guard's van, which is like an American express or baggage car, though smaller. The charge for any distance within the kingdom is 4 pence (8 cents) for 2 pounds or less and 5 pence (10 cents) for 3 pounds. Above that weight the rate increases gradually up to 24 pounds, varying with distance and being higher for goods carried into Scotland. For 24 pounds, not exceeding 30 miles distance, the charge is 6 pence (12 cents), gradually increasing to 2 shillings (48 cents) for distances above 100 miles, and 2s. 6d. (60 cents) to Scotland. For each pound above 24 the charge is from one-half cent to 3 cents, according to distance. The charges include both collection and delivery from and to residences or business places.

Certain enumerated articles of unusual

value or destructibility are subject to higher charges, dependent on value, and are limited to 28 pounds in weight. Other enumerated articles are charged lower than ordinary rates if carried at owner's risk. The railway parcels arrangement includes the collection and delivery of passengers' baggage. For instance, on the request of an intending passenger from Nottingham to London, the railway conveys his trunk from his Nottingham residence to his London address for a shilling (24 cents). Compensation for loss of or damage to parcels not carried at owner's risk rates is made by the railways.

The Postoffice gives no special rates to newspapers or other periodicals. One who receives a newspaper or magazine direct from the publisher must pay the ordinary postage for printed matter, besides the subscription price. The custom is therefore to subscribe through newsdealers. These receive their supplies through the railways, which charge from a penny to 3 pence for 1 pound (2 to 6 cents, dependent on distance) up to 6 pence to 2s. 3d. (12 to 54 cents) for 48 pounds; for each additional pound one-quarter to 1 cent. These charges do not include collection or delivery. Returned parcels of newspapers are carried at half rates. Van loads of periodicals are charged 6 pence (12 cents) per van per mile—the minimum charge being £1 (\$4.87) and the maximum weight per van 2 tons (4,480 pounds). Thus the van rate is £1 for any distance up to 40 miles, beyond which it is 6d. a mile.

ELECTRICITY FROM WIND.

German papers state that in that country wind motors as power generators for use in agricultural and industrial pursuits are rarely met with, but that in Denmark their use has increased very greatly. Since 1897 the Danish Government has contributed about \$28,000 for equipments and has even lately erected an experimental station at Askoc. A technical writer describes these experiments, which were made on the initiative of the Danish Government, and also some of the electric works in Denmark which generate electricity by means of wind motors. According to his statements, motors with four wings have given the best results, as a smaller number of wings does not fully utilize the wind power, while a larger number acts detrimentally upon the wind current between the wings.

If a medium large wind motor is used with a wing surface of about 48 square meters (1 square meter equals 10.764 square feet), eight horsepower is obtained at a wind velocity of 6 meters per second (1 meter equals 3.28 feet). At a velocity of 8 meters the horsepower is more than doubled. A wind with a velocity of 8 meters per second is no rarity. The weather reports classify it as No. 3, while the highest wind velocity is No. 12. Since 1903 there has been in existence the Danish Electricity Company, from whose zealous agitation 30 larger and smaller wind-power electrical equipments are in operation throughout Denmark.

The "devil's darning needle" is the popular name of several species of dragon-fly. They are so called from their cylindrical bodies, resembling needles. They are not poisonous.

World's Workers.

The New South Wales Typographical Association has lodged a claim for better conditions of labor before the Arbitration Court.

In consequence of the increased prices of food and clothing, the Bendigo (Australia) carpenters are asking for increased wages.

Domestic servants in Melbourne, Australia, are rallying round their union, which is now 500 strong, and the girls have put in their claim for a weekly half-holiday.

The New South Wales Coal Miners' Federation has demanded an increase of 8d. per ton in hewing rates, and a mass meeting of 3000 miners in favor of the demand shows that they mean business.

In more than forty Italian cities, in Switzerland, in Tiflis, Norway, and other places, night work in bakeries has been abolished, and the practicability of manufacturing bread in daytime has been effectually demonstrated, thanks to the power of unionism.

A conference of employers and employees, recently held in Melbourne, Australia, attributes the breakdown of the apprenticeship system to the establishment of the factory system, and the development of machinery, with the resulting subdivision of labor.

It is estimated that the recent award of the New South Wales Arbitration Court, in favor of the Shop Assistants, will, in the aggregate, increase their wages by about £60,000 per annum. As a business concern the assistants now declare that their union is a very profitable investment.

In consequence of a foreman refusing to join their union, a number of Melbourne (Australia) bricklayers exercised their privilege not to work with him, and in this they were backed up by the laborers. Two government contracts are therefore stopped through the selfish action of one man.

A deputation of the Newcastle Butchers' Union recently waited on the Chief Secretary of New South Wales, and pointed out that after working all the week they were called on to kill at the yards on Sundays. The Minister was requested to take steps to maintain the Sunday as a day of rest for the butchers.

According to a return presented to the New South Wales Legislative Assembly, the Australian Workers' (shearers) Union, is easily the strongest industrial union, with nearly 26,000 members, or almost three-tenths of the whole trade-unionists of the State. The mining industry follows with nearly 17,000, then shipping (slightly less than 9000), railways (8700), food group (nearly 6000), clothing (5100), building and engineering groups (about 4400 each), and the remaining groups lessening in gradation.

The wealthiest union in respect of total funds in New South Wales is the Federated Seamen's Union, with £10,183; followed by the Australian Workers' (Shearers) Union, with £5834; the Colliery Employees Federation and Amalgamated Miners' Association, with slightly more than £5000 each; Amalgamated Society of Engineers, with £4400; Boilermakers, £3500; Typographical Society, £3,294; and Australian Labor Federation (Broken-hill), Tramway Employees, and Shipwrights, with a little more than £2000 each.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ager, Johan
Ahrens, A.
Akesson, H.
Allender, H.
Anderson, James
Anderson, H. M.
Anderson, W. -141
Anderson, A. -1520
Anderson, F.
Anderson, L. F. -735
Anderson, Andrew
Anderson, Chas.
Anderson, A. B. -1082
Anderson, K. A.
Anderson, J. -760
Anderson, Aug.
Anderson, A., -1057
Aanonon, M.

Johnson, Herman
Johnson, Frederick
Kahlbelzer, F.
Karlson, Victor
Kammer, G.
Karlson, G. 622
Karsberg, C.
Kahstedt, A.
Karspersen, K.
Karlson, A.
Kanfold, Ed.
Kallning, J.
Kinlock, W.
Klahn, C.
Klemmensen, C.
Knubedal, P.
Krentz, K.
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Kusul, V. J.

Lacey, Einar
Larsen, F.
Lang, Chas.
Larsen, F. -1098
Larsen, C. -1932
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Larsen, A. L.
Lersch, Paul
Lee, Oscar
Lewis, Geo.
Lemke, Carl
Lepp, P.
Ledgett, J. A.
Lersten, J. O.
Lindberg, John
Lind, Gustaf
Lindberg, Aug.
Lillio, F. P.
Lindman, H. E.
Lelpman, Th.
Lubeck, R. A.

Carlson, M.
Carlson, Jacob
Carlson, Hans
Castincyio, M. P.
Cholard, E.
Christensen, Jens
Chevalier, V.
Cord, C.
Dauberg, R.
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Eriksen, Axel A.
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Eriksen, Eneuald
Esterberg, Gustaf
Evensen, Arnt.

Mason, S.
Martinson, Karl
Mayors, P. M.
Martinson, E.
Malmquist, J.
Masterston, D.
Manion, James
Marz, H.
Martinson, F. -845
Mattson, Eric
McClure, P.
McArthur, L.
Metzl, G.
Melnseth, A. O.
Mikeleit, E.
Miller, W. J.
Moran, H.
Muller, P.
Murry, John
Nelson, Chas. -906
Nelson, N. -827
Nelson, K. E.
Nelson, B. S. -731
Nelson, C. J. -885
Nelson, E. -126
Nashis, P.
Nyberg, E.
Ojstedt, S. A.
Olsen, O.
Olsson, J. O.
Olsen, Anton
Olsen, Louis
Olsen, Edward
Olsen, Thos.
Olsen, Just.
Olsson, Otto
Olsen, Harry
Olsson, Kaurin
Olsson, B. -597
Olsen, Raynold
Omholt, L. T.
Ongroy, M.
Osterholm, J. W.
Owens, J. H.

Patterson, O. P.
Pederson, Eric
Pederson, Hans
Pettersen, J. M.
Pederson, O. A.
Persson, H.
Pennell, J. W.
Pel, J. V.
Persson, B.
Pedersen, A. L.
Pedersen, K.
Penningrud, L.
Palson, Carl
Polge, L.
Pommel, A.
Quistgard, C.
Quitske, R.

Rahm, C.
Rahm, S. A.
Rasmussen, F.
Reynolds, Thos.
Reiman, C.
Rigoulot, B. A.
Rorhus, O.
Robertson, M.
Rose, W. H.
Rundquist, O.
Ronstad, H.
Samuelson, E.
Samuelson, T.
Sauer, A.
Samuels, John
Sarin, K.
Schundlen, J.
Scherlan, R.
Schade, -1510
Scott, Alf.
Schubert, M.
Seegren, J.
Sella, W.
Seddon, R.
Spjel, P.
Selenski, P.
Siemers, B.
Siow, O.
Sivertsen, S. B.
Simonsen, B.

91st Half-Yearly Report OF THE San Francisco Savings Union

LOCATED AT

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Pending Erection of New Building at Grant Avenue and O'Farrell Street.

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W. C. B. DE FREMERY Vice-President
C. O. G. MILLER Vice-President
WAKEFIELD BAKER
JACOB BARTH
F. H. BEAVER
H. C. BREEDEN
WM. A. MAGEE
JOHN F. MERRILL

LOVELL WHITE Cashier and Secretary
R. M. WELCH Assistant Cashier

Capital wholly paid in.....\$1,000,000.00
Surplus.....\$1,168,281.45
\$2,168,281.45

Sworn statement of the condition and value of its Assets and Liabilities on
December 31, 1907.

ASSETS.

Loans secured by first lien on real estate wholly within the State of California.....\$16,557,338.85
Loans secured by pledge and hypothecation of approved bonds and stocks 991,832.71
Bonds of the municipalities and school districts of the State of California the value of which is.....1,088,442.00
Railroad bonds and stocks of local corporations, the value of which is.....9,134,536.00
Bank premises.....150,000.00
Other real estate in the State of California.....290,446.13
Furniture and Fixtures.....2,000.00
Cash in vault and in bank.....1,731,762.75
Total.....\$29,946,358.44

LIABILITIES.

Due depositors.....\$27,711,351.39
Capital paid up.....1,000,000.00
Reserve and contingent funds.....1,168,281.45
General tax account, balance undistributed.....66,725.60
Total.....\$29,946,358.44

(Signed) E. B. POND, President.
(Signed) LOVELL WHITE, Cashier.

State of California,
City and County of San Francisco—ss.

We do solemnly swear that we have (and each of us has) a personal knowledge of the matters contained in the foregoing report, and that every allegation, statement, matter and thing therein contained is true, to the best of our knowledge and belief.

(Signed) E. B. POND.
(Signed) LOVELL WHITE.

Subscribed and sworn to before me, this 3d day of January, 1908.

(Seal)
(Signed) FRANK L. OWEN,
Notary Public in and for the City and County of San Francisco, State of California.

ABERDEEN, WASH.

BURNETT BROS.JEWELERS AND
CHRONOMETER
MAKERS.Union Made
WATCHES AND JEWELRY
Cor. of HERON &
G STREETS,
ABERDEEN, WASH.**GRIGGS' HARDWARE STORE**SHIP CHANDLER
PAINTS AND OILS.

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A. W. BARKLEYClothing and Furnishing Goods
SAILORS' PATRONAGE SOLICITED
116 South "G" Street
ABERDEEN, WASH.**Chris Peterson Express**

Prompt, Careful Service

Phone 691. Stand, 415 E. Heron St.

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THE HUBCLOTHING AND FURNISHING STORE
L. FOGEL, Prop.Headquarters for Seamen's Outfits.
Everything from a pair of Rubber Boots
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405 HERON STREET.

ANNOUNCEMENTTHE "RED FRONT" CARRIES A FULL
STOCK OFUNION MADE CLOTHING, HATS,
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GLOVES, OVERALLS, SHIRTS.A. M. BENDETSON,
321 E. Heron St., Aberdeen.
Exclusive Owner of "The Red Front."

Smith, Ed.	Torslund, W.
Sonderman, G.	Ulstad, J. S.
Straten, W. Van	
Stander, B.	Viastad, T. P.
Storr, W. T.	Valentine, G.
Steine, I. L.	Vanous, Geo.
Steen, Ivar	Vidot, W.
Stuhr, H. M.	
Storness, A. O.	Woodhull, C.
Steele, Joseph	Wilhelm, H.
Swenson, Otto	Wilson, Sanford
Swensson, B.	Wickman, P.
	Wallace, A.
Taylor, Ed.	Wenecke, A.
Taylor, Fred	Walker, A.
Thompson, C.	Wold, J. J.
Thorsen, Tage	Wold, J. J.
Tiesing, Ed. A.	Waldroth, C.
Tighe, T.	Williamson, A.
Tasmoen, M. A.	
Torjusen, G. T.	Yulmin, S.
Tornquist, M.	Yunger, O.

Portland, Or., Letter List.

Andersen, Fritzof	Johansen, F. B.
Andersen, Geo. Chr.	Johanson, A. J.
Andersson, A.	Kristoffersen, Emil
Arras, Moritz	Kaderhecht, Alf
Andersen, Simon E.	Karlsson, A. J.
Bjorkman, Chas.	Lindstrom, Emil
Bloom, Peter	Larsen, P. -1113
Bauwens, Edemon	Lyche, Harris M.
Benson, John T. -143	Lindeman, A.
Bergh, Edw.	Lang, G.
Bakke, C.	Le Fevre, Louis
Bostrom, Nils A.	Lange, F.
Bjornsgard, Ch. E.	Lettre, Honore
Bartels, H.	Maaek, Hans
Conneche, Hugo	Marks, S. W.
Cone, Pierre	Nelson, Chas.
Dalton, Thomas H.	Nilsen, Edvin
Dahl, John	Nordstrom, Knut O.
Eriksen, E.	Nurmi, E. W. -565
Ehlers, Henry	Nurminen, J. V.
Elving, Gust	Olson, Albert
Eliassen, O. E.	Olson, Olaf
Eckerlien, Frank	Olsen, Arthur G.
Goethe, Viktor B.	Ordig, Bruno
Griehl, Bernhardt	Petterson, John
Gustafson, A.	Petterson, Harold
Henriks, Goss	Petterson, Gustaf E.
Ilansen, Hans Ch.	-1018
Hansen, John	Petersen, Ed.
Hansen, Harold	Rosbach, Walter
Hansen, H.	Ractz, Aug.
Hansen, George	Rosenvold, Isak
Hanson, Aldan	Russell, Ed.
Haagensen, Martin	Selander, Gus.
Hartman, Karl	Staaf, Louis
Ivers, John	Swanson, Ivar
Jakobsen, Ole	Smith, Max
Jacobsson, John	Tyrholm, Johan
Jansen, Haral L.	Thomson, John
Johannessen, Hans	Tornbeck, R.
H.	Vincent, Joseph
Jensen, Hans	Wilsen, Anders
Janson, Oscar	Waltner, M.

Eureka, Cal., Letter List.

Andersen, Olaf	Johansen, Hans
Andersen, S.	Johnsen, J. -25
Bostrom, C.	Knapp, Fritz
Carlsson, Oscar	Knudsen, Jacob E.
Christensen, M. O.	Niccolai, Sant.
Ekvall, Gust A.	Nylund, Sven
Fleure, Georges	Reinolt, E.
Gustafson, Edward	Shulls, Christ
Gunter, Theo	Svensen, Olaf
Hjart, Knut	Thorensen, Petter
Jensen, Hans	Torgersen, J.

TACOMA, WASH.

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Shoes, Rubber Boots and Oilskins can
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cialty. All orders by telephone or tele-
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every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.**McCORMACK BROS.**

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Shoe and Clothing Company

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NEVER HAD A FAILURE.

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SHOES, at

Westerman & Schermer,

220 and 222 First Ave. South,

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Clothing, Shoes, Hats and

Gents' Furnishing Goods

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Squire-Latimer Block. Seattle, Wash.

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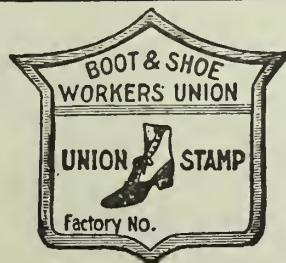
license unlimited. Steam and sail.

American and British.

494 Arcade Bldg. Phone Main 3300.

Pt. Townsend Letter List.

Enchom, Carl R.	Larsen, Anton
Eliassen, C. E.	Larsen, L. K.
Evans, Stanley	McLennan, Donald
Græv, Jorgen	Olsen, Alfred
Heine, C.	Stachenssen, C
Helm, William	Syvretsen, Syvaret
Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

**Understand**BROTHER
UNIONISTSThat the best made shoes—the shoes made under the best manu-
facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.Ask your dealer for Union Stamp shoes, and if he cannot supply
you, write**BOOT AND SHOE WORKERS' UNION,**
246 Summer Street, Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**News from Abroad.**King Edward has issued a pro-
clamation summoning Parliament to
meet on January 29.Colonel Robroff, chief of the Pro-
vincial Gendarmerie, was shot and in-
stantly killed in a crowded street at
Samara, Russia, on January 2.England is experiencing what might
well be called an almost startling
awakening to the grave problems
caused by the immigration of Asiatics
to her white colonies.The German Ministry has pur-
chased the rights of Pulsen's wireless
telephone, with which communication
was successfully established between
Copenhagen and Berlin.Mount Vesuvius, after a month or
more of comparative quiet, has again
resumed activity. A huge column of
smoke and flame is arising from the
fissure at the summit of the crater.The French Chamber of Deputies,
by a vote of 373 to 180, has approved
that section of M. Briand's bill regu-
lating the disposition of church prop-
erty which annuls endowments for the
saying of masses.The Persian Parliament has ap-
pealed to the world powers to assist
it in preserving the Constitution, de-
claring that the Shah had violated his
covenant. The British and Russian
governments are prepared to inter-
vene.A dispatch received at St. Peters-
burg from Tiflis says scurvy has
broken out among the native popula-
tion in the province of Erivan, which,
like other sections of the Caucasus,
suffered severely in 1907 from a poor
harvest and famine.The late King Oscar II of Sweden
was buried in Riddarholm Church,
Stockholm, on December 19, the fu-
neral being attended by representa-
tives of all royal families of Europe,
while crowds stood bareheaded in the
bitter cold outside the church.Prominent Americans have united
in a cable petition to Premier Stolypin
of Russia urging leniency in the cases
of Nicholas Tchaikovsky and Mme.
Catherine Breshkovskaya, recently
arrested in St. Petersburg for alleged
complicity in the revolutionary move-
ment.Sixteen hundred Polish schools in
all parts of Russian Poland have been
closed in consequence of an order is-
sued by General Skallon suspending
the Polish School Association. The
funds in the hands of the Association,
\$150,000, have been sent abroad to
avoid confiscation.Following elaborate experiments to
prevent the recurrence of accidents to
submarine vessels, the Minister of the
French Navy has issued orders that
all submarines be fitted out with de-
tachable telephone buoys, which in
case of accident will permit of com-
munication with the surface.Laurence Ginnell, Member of Par-
liament for North Westmeath, who
has been prominent in the cattle-
driving campaign, has been sentenced
to six months' imprisonment at Dub-
lin, Ireland, for contempt of court in
connection with comments in a re-
cent speech upon the cattle-driving
trials.The Transvaal Government has lost
no time in enforcing the provisions
of the Immigration Restriction Act,
which requires all Asiatics in that
country to register. Since the pas-
sage of the Act 5000 residents of Brit-
ish India have left the Colony, and
there are 7000 still there who refuse
to register.

Home News.

Italy called upon the United States to protect its tobacco from "night riders" in Kentucky.

An outbreak against Japs occurred at Ogden, Utah, on January 3. The police prevented serious results.

Reports just reaching Nome, Alaska, are to the effect that a severe earthquake visited Cape Prince of Wales on December 29, lasting two minutes.

The United States Supreme Court has sustained the position of the Supreme Court of the Philippines that it could increase punishment inflicted by lower courts.

A suggestion made in certain quarters that Japan would be given free trade with the Philippines in consideration of Exclusion is scouted in official circles as ridiculous.

The Douglas County (Nebraska) District Court has upheld the Omaha "blue laws" as being entirely constitutional, and in future the Sunday-Closing law will be enforced strictly.

United States Senator Scott has introduced a joint resolution providing for the appointment of a committee of three Senators and three Representatives to investigate the recent explosions in coal mines.

In spite of optimistic semi-official statements regarding the progress of negotiations between the United States and Japan, it is understood from a strictly reliable source that this question is the most baffling one now before the Administration.

The report of the banking commission appointed by Governor Hughes, of New York, recommends that national banks and trust companies maintain a reserve of 25 per cent of their capital, and deprecates the control of a chain of banks to further financial schemes.

Mayor Guthrie of Pittsburg, Pa., has sent a message to Councils recommending that bonds to the amount of \$3,000,000 be issued, the proceeds to be used for necessary municipal improvements this winter. Such an issue, says the Mayor, would furnish work to Pittsburg's army of unemployed.

Announcement is made by the Provincial Government that the Bell telephone system in Manitoba has been purchased by the Government. The price paid was \$3,300,000. The Government will assume control on January 15, and the system will be operated by a commission.

The New York Tribune on December 31, in a summary of the accidents of the year, states that 57,919 persons have been killed and injured in accidents during the year, 35,612 having been killed and 22,307 injured. Among other deaths are 2269 lost in wrecks of vessels and 492 in other drownings.

Justice Harlan, of the United States Supreme Court, in a speech before the Kentucky Club, in New York, declared there is no danger to States' rights from alleged "centralization," and that the Constitution adequately protects the dual power system on which the Nation's liberties are founded.

The production of gold in the United States fell off \$4,753,401 in 1907, as against 1906, whereas the amount of silver produced was increased by over 1,000,000 fine ounces. Alaska's gold production fell off a little more than \$3,000,000, according to the preliminary report of the Director of the Mint. The totals are: gold, \$89,620,399; silver, \$37,571,580.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aaltonen, R.	Anderson, -1274	Bjorkholm, G. A.	Black, -1532
Aasen, Alfred	Anderson, Johan E.	Black, -1539	Black, John
Abolin, Adam	Anderson, -934	Black, John	Blom, Nils
Abslonsen, Carl	Anderson, F. M.	Blom, Nils	Blomquist, Karl
Ahlborg, G. A.	Anderson, -1235	Blom, Nils	Bohman, Wm. K.
Ahlborg, R. W.	Anderson, -1229	Blom, Nils	Boles, Wm.
Ahnstrom, Axel	Anderson, Axel	Blom, Nils	Bosch, Hans
Alander, Karl	Anderson, Carl E.	Blom, Nils	Boström, -643
Allen, Fred	Anderson, S. K.	Blom, Nils	Brandt, Fred
Allen, James	Anderson, Sven II.	Blom, Nils	Braun, Wm.
Amundsen, Martin	Anderson, -1025	Blom, Nils	Bregler, Fritz
Amundson, Albert	Anderson, -591	Blom, Nils	Brinkner, Fred J.
Amundson, F. A.	Andersson, -1110	Blom, Nils	Breckke, H.
Andersen, Bernhard	Andersson, -1246	Blom, Nils	Brogaard, Nels
Andersen, Olaf	Andersson, -1520	Blom, Nils	Brown, H. W.
Andersen, Oscar J.	Andersson, Frank	Blom, Nils	Bruhn, Heinrich
Andersen, -1338	Andersson, Emil	Blom, Nils	Bruhn, J.
Andersen, -1526	Andersson, Frank	Blom, Nils	Brumlinger, P.
Andersen, -1541	Andersson, F.	Blom, Nils	Buass, Thos.
Anderson, F.	Antonsen, Hjalmar	Blom, Nils	Burgwardt, R.
Anderson, A. C.	Asp, Gustaf	Blom, Nils	Burke, James
Anderson, E.	Arnesen, Adolf.	Blom, Nils	Burkhard, Geo.
Anderson, Johan O.	Arnesen, Isak	Blom, Nils	Burmester, S.
Anderson, Frank	Aspen, Knut	Blom, Nils	Burns, F. B.
Bade, Alex		Blom, Nils	
Bagott, R.		Blom, Nils	
Ballhorn, Chr. N.		Blom, Nils	
Bank, -1646		Blom, Nils	
Barney, Harry		Blom, Nils	
Barberg, H.		Blom, Nils	
Baum, Ernest		Blom, Nils	
Bausback, -1511		Blom, Nils	
Beansang, Eugene		Blom, Nils	
Beer, Franklin H.		Blom, Nils	
Beese, Wm.		Blom, Nils	
Behrs, P.		Blom, Nils	
Bengtson, Albert		Blom, Nils	
Bengtsson, J.		Blom, Nils	
Benson, Ole		Blom, Nils	
Benson, Victor		Blom, Nils	
Berentsen, Oskar		Blom, Nils	
Bergstrom, C.		Blom, Nils	
Berlenz, Emil		Blom, Nils	
Bernard, Sandallo		Blom, Nils	
Berntsen, Julius		Blom, Nils	
Berquist, -1395		Blom, Nils	
Bertenson, Peter		Blom, Nils	
Berthensen, HJ.		Blom, Nils	
Beyerle, Ruppert		Blom, Nils	
Bjerregard, Chr.		Blom, Nils	
Bjorkdal, Gunder		Blom, Nils	
Bjork, Algott		Blom, Nils	
Cain, Fred D.	Christensen-1065	Christensen, John	Christensen, Mads
Cameron, H.	Christensen, John	Christensen, Mads	Christensen, Chr.
Campbell, F. A.	Christensen, Mads	Christensen, Chr.	Christensen, Emil
Carlsen, -758	Christensen, Chr.	Christensen, Emil	Christensen, N. F.
Carlsen-863	Christensen, Emil	Christensen, N. F.	Christensen, Edw.
Carlson, Edw.	Christensen, N. F.	Christensen, Edw.	Christiansen, HJ.
Carlson, Conrad	Christensen, Edw.	Christiansen, HJ.	Christinsen, -986
Carlson, A.	Christiansen, HJ.	Christinsen, -986	Classen, H.
Carlsson, G. A.	Christinsen, -986	Classen, H.	Clough, H.
Carlsson, -1019	Classen, H.	Clough, H.	Colbensen, Alf.
Castro, Lucas	Clough, H.	Colbensen, Alf.	Conhera, Julio
Cawd, C.	Colbensen, Alf.	Conhera, Julio	Crisp, E.
Celander, W.	Conhera, Julio	Crisp, E.	Dennis, G. R.
Chambers, A. G.	Crisp, E.	Dennis, G. R.	Dixon, John
Daley, W. C.	Dennis, G. R.	Dixon, John	Dixon, H.
Daly, John O.	Dixon, John	Dixon, H.	Donovan, L.
Dam, Peter	Dixon, H.	Donovan, L.	Doose, W.
Dangal, J.	Donovan, L.	Doose, W.	Dowling, S.
Davidson, Jacob	Doose, W.	Dowling, S.	
Day, Harry	Dowling, S.		
Debreitt, Lewis E.			
Easton, R. W.	Eliasson, Henry	Eliasson, Henry	Ellefsen, M.
Eckert, W. F.	Eliasson, M.	Eliasson, M.	Ellen, Fred
Eckert, Fr.	Ellen, Fred	Ellen, Fred	Ellen, Fred
Edler, Carl	Ellen, Fred	Ellen, Fred	Ellen, Fred
Edlund, J. A.	Ellen, Fred	Ellen, Fred	Ellen, Fred
Edman, O.	Ellen, Fred	Ellen, Fred	Ellen, Fred
Egendal, Carl	Ellen, Fred	Ellen, Fred	Ellen, Fred
Ekeland, S.	Ellen, Fred	Ellen, Fred	Ellen, Fred
Eklund, W. E.	Ellen, Fred	Ellen, Fred	Ellen, Fred
Ekstrand, Frank	Ellen, Fred	Ellen, Fred	Ellen, Fred
Farley, Wm. T.	Foss, Laurits	Foss, Laurits	Frandsen, Nels
Ferne, O.	Frandsen, Nels	Frandsen, Nels	Frederiksen, M.
Fichter, A.	Frederiksen, M.	Frederiksen, M.	Frederickson, C. J.
Fiedler, Max	Frederickson, C. J.	Frederickson, C. J.	Freiberg, P.
Fjeldstad, Olaf	Freiberg, P.	Freiberg, P.	Frisland, Chas.
Flem, Knudt	Frisland, Chas.	Frisland, Chas.	Froberg, Fred
Follis, George	Froberg, Fred	Froberg, Fred	Frøst, Hans
Forstrom-501	Frøst, Hans	Frøst, Hans	
Gabrielson, C. W.	Granert, Johan	Granert, Johan	
Gad, Sophus	Granman, Hjalmar	Granman, Hjalmar	
Gahling, Karl	Graugaard, L. J.	Graugaard, L. J.	
Gahmeyer, H. R.	Gray, Alex.	Gray, Alex.	
Gallis, Groner	Green, Alex	Green, Alex	
Gartz, Wm.	Gronman, Ivar	Gronman, Ivar	
Geensen, J.	Gundersen, Servin	Gundersen, Servin	
Gerhard, Frank	Gunther, T.	Gunther, T.	
Gillholm, Albin	Gunthtr, T.	Gunthtr, T.	
Gjerlow, Ing.			
Haakonson, H.	Helcke, Paul	Helcke, Paul	
Haglund, -1888	Helcke, II	Helcke, II	
Halderson, Herman	Hendricksen, Axel	Hendricksen, Axel	
Hall, Wm.	Henriks, Gus.	Henriks, Gus.	
Hampel, Wm.	Henriksen, Herman	Henriksen, Herman	
Hana, Olaf O.	Herman, Fred	Herman, Fred	
Hansen, O. W.	Hernansen, L.	Hernansen, L.	
Hansen-1638	Hesse, R.	Hesse, R.	
Hansen, J. P.	Hintze, Jack	Hintze, Jack	
Hansen, Herman	Hinz, Johan	Hinz, Johan	
Hansen, Carl H.	Hjorth, Knud	Hjorth, Knud	
Hansen, -1592	Hochman, Albert	Hochman, Albert	
Hansen, Hjalmar	Hohn, John	Hohn, John	
Hansen-1729	Holmquist, E. G.	Holmquist, E. G.	
Hansen, Harold	Holst, Richard	Holst, Richard	
Hansen, Hans	Holste, Willy	Holste, Willy	
Hansen, Hjalmar	Holstein, R.	Holstein, R.	
Harmening, Fritz	Hubscher, W.	Hubscher, W.	
Haroldsen, Kjartan	Husby, Lars	Husby, Lars	
Hartwig, Kurt	Hustede, H.	Hustede, H.	
Hassal, S. G.			
Ingelbretsen, D. B.	Isacson, G.	Isacson, G.	
Ingeman-132	Ivett, Fred	Ivett, Fred	
Innes, G. R.	Iversen, J.	Iversen, J.	
Isaacson, Isaac			
Jach, Paul	Johansen, J. A.	Johansen, J. A.	
Jacobson, -1686	Johansen, Martin	Johansen, Martin	
Jacobsen, H.	Johansen-2126	Johansen-2126	
Janssen, K.	Johansen-1030	Johansen-1030	
Jarvie, W.	Johansen, Chris. O.	Johansen, Chris. O.	
Jasperse, Jan	Johansen, Andreas	Johansen, Andreas	
Jensen, -1826	Johansen, Hendrik	Johansen, Hendrik	
Jensen, Julius L.	Johanson, Njakim	Johanson, Njakim	
Jensen, Johan A.	Johanson, Njakim	Johanson, Njakim	
Jensen, -1733	Johanson, Njakim	Johanson, Njakim	
Johansen, Oskar	Johanson, -1592	Johanson, -1592	

Johanson, -1081	Johnson, J. E.	Johnson-1800	Johnson-1800
Johanson, Emil	Johnson-1800	Johnson-1800	Johnson-1800
Johannessen, Johan	Jordt, -1737	Jordt, -1737	Jordt, -1737
Johannessen, M. E.	Jorgensen, -1868	Jorgensen, -1868	Jorgensen, -1868
Johannessen, -1441	Jorgensen, II.	Jorgensen, II.	Jorgensen, II.
Johannessen, Anton	Judison, C.	Judison, C.	Judison, C.
John, St.	Juliusen, Jim	Juliusen, Jim	Juliusen, Jim
Johnhall, Harry	Julluson, Carl	Julluson, Carl	Julluson, Carl
Johnsen, Peter	Jurgensen, -1925	Jurgensen, -1925	Jurgensen, -1925
Kamp, G. H.	Kirwan, M. L.	Kirwan, M. L.	Kirwan, M. L.
Kane, G.	Kittelsen, Chr. Th.	Kittelsen, Chr. Th.	Kittelsen, Chr. Th.
Kasik, A. E.	Klintberg, Fritz	Klintberg, Fritz	Klintberg, Fritz
Kask, Robert	Kohne, Ernest	Kohne, Ernest	Kohne, Ernest
Karligen, -644	Koop, John	Koop, John	Koop, John
Karlson, Konrad	Koren, Erik	Koren, Erik	Koren, Erik
Karlson, -859	Kotscharin, J.	Kotscharin, J.	Kotscharin, J.
Karlsson, -1044	Knopff, Fritz	Knopff, Fritz	Knopff, Fritz
Karvonen, Lars	Knubedahl, Peter	Knubedahl, Peter	Knubedahl, Peter
Kaskinen, V.	Krandsen, Niels	Krandsen, Niels	Krandsen, Niels
Kavel, Johan	Kristensen, Carl	Kristensen, Carl	Kristensen, Carl
Kelley, James	Kristensen, Hans	Kristensen, Hans	Kristensen, Hans
Kenniston, F. R.	Krogstad, Eugen	Krogstad, Eugen	Krogstad, Eugen
Kerche, August	Kruger, W.	Kruger, W.	Kruger, W.
Kiel, P.	Kruze, Edward	Kruze, Edward	Kruze, Edward
Kinan, M. L.	Kuhlberg, A.	Kuhlberg, A.	Kuhlberg, A.
Kindberg-682	Kunedt, Wm.	Kunedt, Wm.	Kunedt, Wm.
Kinlock, Wm.			
Laason, -1370	Lejeon, Harry	Lejeon, Harry	Lejeon, Harry
Lalanc, W. E.	Lelden, Wm.	Lelden, Wm.	Lelden, Wm.
Lane, Leland	Lersten, J. O.	Lersten, J. O.	Lersten, J. O.
Lang, Gus	Leysen, R. J.	Leysen, R. J.	Leysen, R. J.
Lange, Fritz	Lewald, Harry	Lewald, Harry	Lewald, Harry
Langner, -1347	Liedtke, Bernard	Liedtke, Bernard	Liedtke, Bernard
Lantz, Gus	Iljeström, G.	Iljeström, G.	Iljeström, G.
Larsen, Ludvig	Lindahl, Jens	Lindahl, Jens	Lindahl, Jens
Larsen, -1288	Linde, Bartel	Linde, Bartel	Linde, Bartel
Larsen, Lars	Linder, G.	Linder, G.	Linder, G.
Larsen, Martin	Lindholm, B.	Lindholm, B.	Lindholm, B.
Larsen, Anton	Lindholm, Arvid	Lindholm, Arvid	Lindholm, Arvid
Larsen-1199	Lindholm, A. B.	Lindholm, A. B.	Lindholm, A. B.
Larsen, Lars	Loback, Fritz	Loback, Fritz	Loback, Fritz
Larsen, -769	Long, Harry	Long, Harry	Long, Harry
Larsen, -1199	Long, Tudor E.	Long, Tudor E.	Long, Tudor E.
Larsen, -1199	Losada, Joseph	Losada, Joseph	Losada, Joseph
Larsen, -1290	Luckmann, Ewald	Luckmann, Ewald	Luckmann, Ewald
Larsen, -1345	Luckmann, Jane	Luckmann, Jane	Luckmann, Jane
Larsen, -1453	Lund, H. K.	Lund, H. K.	Lund, H. K.
Larsen, Carl Chr.	Lundberg, Fred	Lundberg, Fred	Lundberg, Fred
Larsen, A. C. M.	Lundblad, Ernst	Lundblad, Ernst	Lundblad, Ernst
Larsen, Efraim	Lundquist, Erik	Lundquist, Erik	Lundquist, Erik
Larsen, A.	Lynd-1079	Lynd-1079	Lynd-1079
Laws, Harry	Lysoe, H.	Lysoe, H.	Lysoe, H.
Lee, H. W.			
Mackrodt, J.	Melander, G. A.	Melander, G. A.	Melander, G. A.
Magnussen, Jorgen	Melander, Gustaf	Melander, Gustaf	Melander, Gustaf
Mahoney, Frank	Mersman, A.	Mersman, A.	Mersman, A.
Malmgren, W.	Mesters, Alfred	Mesters, Alfred	Mesters, Alfred
Malmquist, E. J.	Meyer, -1616	Meyer, -1616	Meyer, -1616
Mancilla, Pedro	Meyer, -1660	Meyer, -1660	Meyer, -1660
Mangels, Carl	Mikkelsen, Alf.	Mikkelsen, Alf.	Mikkelsen, Alf.
Mansson, S.	Mikkelsen, -710	Mikkelsen, -710	Mikkelsen, -710
Markman, Harry	Mikkelsen, Peter	Mikkelsen, Peter	Mikkelsen, Peter
Martin, John	Miller, James	Miller, James	Miller, James
Martinson, David	Moerman, Gaston	Moerman, Gaston	Moerman, Gaston
Mathison, Ingolf	Monson, Sven	Monson, Sven	Monson, Sven
Mattson, Olaf	Moren, H. E.	Moren, H. E.	Moren, H. E.
Mattson, K. J.	Mullen, Joseph	Mullen, Joseph	Mullen, Joseph
Mayes, Yoel	Muller, Harry	Muller, Harry	Muller, Harry
Mayes, Paul M.	Muller, W.	Muller, W.	Muller, W.
McCallum, C. R.	Mundt, C.	Mundt, C.	Mundt, C.
McGuire, Thomas	Murnigkeit, Fred	Murnigkeit, Fred	Murnigkeit, Fred
Melander, Carl	Myer, Thomas	Myer, Thomas	Myer, Thomas
Nelson, Carl F.	Nilson-410	Nilson-410	Nilson-410
Nelson, C. M.	Nilsen, Anders	Nilsen, Anders	Nilsen, Anders
Nelson, A.	Nilsen, Ole Emil	Nilsen, Ole Emil	Nilsen, Ole Emil
Neshit, J.	Nilsen, Olaus	Nilsen, Olaus	Nilsen, Olaus
Ness, Ed.	Nilsen, Fred	Nilsen, Fred	Nilsen, Fred
Nicolaysen, H.	Nilsen, Martin	Nilsen, Martin	Nilsen, Martin
Nilsen, -754	Nilsen, N. A.	Nilsen, N. A.	Nilsen, N. A.
Nilsen, -552	Nilsen, Bror	Nilsen, Bror	Nilsen, Bror
Nilsen, Pete	Nilsson, -772	Nilsson, -772	Nilsson, -772
Nilsen, Otto	Nilsson, Adolf H.	Nilsson, Adolf H.	Nilsson, Adolf H.
Nilsen, -678	Nilsson, Axel	Nilsson, Axel	Nilsson, Axel
Nilsen, -884	Nordenberg, -910	Nordenberg, -910	Nordenberg, -910
Nilsen, A. J.	Nordgreen, Chas.	Nordgreen, Chas.	Nordgreen, Chas.
Nilsen, Sivert	Nordstrom, Oscar	Nordstrom, Oscar	Nordstrom, Oscar
Oesterling, Emil	Olsen, Olaf E.	Olsen, Olaf E.	Olsen, Olaf E.
Ohlsson, -571	Olsen, Olaf S.	Olsen, Olaf S.	Olsen, Olaf S.
Ohlsson, Bertel	Olsen, Bror	Olsen, Bror	Olsen, Bror
Oles-922	Olsen, Olaf	Olsen, Olaf	Olsen, Olaf
Olsen, George A.	Olsen, Albin	Olsen, Albin	Olsen, Albin
Olsen, Eugene	Olsen, -996	Olsen, -996	Olsen, -996
Olsen, -812	Olsen, Harold	Olsen, Harold	Olsen, Harold
Olsen, Oscar F.</			

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 Capital actually paid up in
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 Reserve and Contingent Funds 1,428,855.95
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 o'clock p. m., except Saturdays to 12
 o'clock m. and Saturday evenings from 7
 o'clock p. m. to 8 o'clock p. m. for receipt
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 ident, Daniel Meyer; Second Vice-Pres-
 ident, Emil Rohte; Cashier, A. H. R.
 Schmidt; Assistant Cashier, William
 Herrmann; Secretary, George Tourny;
 Assistant Secretary, A. H. Muller; Good-
 fellow & Beils, General Attorneys.

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If you want first-class goods at the lowest market price, give us a call. Do
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Uniforms, Caps, Hats, Shoes
 Rubberboots and Oilskin

Suits Made to Order

GENERAL OUTFITTER

All Union-Made Goods

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Between Merchant and Washington

SAN FRANCISCO CALIFORNIA

S. N. WOODS & CO.**Union Made Clothing**

FOUR BIG STORES

San Francisco

United States Senator Newlands of
 Nevada is endeavoring to prevent

Labor News.

Three thousand glass bottle blowers
 returned to work in the large glass
 plants at Millville, N. J., on Decem-
 ber 31, after a shutdown of ten days.

Union street railway employes of
 Philadelphia, Pa., met on December
 21 to discuss the question of declar-
 ing a strike. The demands include
 higher wages and readjustment of
 hours.

Two hundred men employed in va-
 rious departments of the building
 trades at Seattle, Wash., struck on
 January 3, as a result of the non-
 union policy put in effect by the
 Builders' Exchange.

Returns from a majority of dis-
 tricts in the United States indicate
 that Vice-President T. L. Lewis of
 Ohio has a majority of votes for the
 presidency of the United Mine Work-
 ers, to succeed John Mitchell.

After being shut down for repairs,
 No. 4 works of the Pittsburg Plate
 Glass Company, at Ford City, Pa., has
 resumed operations. It operates both
 day and night. The department em-
 ploys from 1200 to 1500 men.

The wig makers of New York have
 organized the Human Hair Workers'
 Union and threaten to strike. It is
 said that as soon as the organization
 is complete, a demand will be made
 for shorter hours and more pay.

After having been shut down since
 December 22, the Joliet plant of the
 Illinois Steel Company resumed op-
 erations on December 31. About 2500
 men were called back to work, and
 the prospects are good for a steady
 run.

The Lackawanna Steel Company
 will relight the fires in its open-hearth
 furnaces at Buffalo, N. Y., early this
 week. With the reopening of the
 furnaces several mills which have been
 closed for four weeks will resume
 service. Several hundred men will be
 re-employed.

Owing to the fact that the Wis-
 consin Eight-Hour day for telegraph
 operators went into effect on January
 1, the railroads are preparing to close
 many small stations as telegraph sta-
 tions. Other roads are preparing to
 take similar steps when the Eight-
 Hour law recently passed by Congress
 goes into effect.

The Grand Trunk Railroad put in
 effect on January 1 a pension sys-
 tem claimed to be the most com-
 prehensive and one of the most gen-
 erous in the country, embracing every
 employe of the railroad in the United
 States and Canada. The railroad will
 finance the scheme, not levying any
 assessment on employes.

Plans have been completed for the
 formation of a temporary organiza-
 tion which will embrace all building
 trades unions in the country, in ac-
 cordance with the appeal made at the
 last convention meeting of the Amer-
 ican Federation of Labor. A charter
 for the new organization will be
 asked for at the next meeting of the
 executive council of the Federation,
 which will be held in New York on
 January 20.

Overtures for peace between the
 American Federation of Labor and
 the Western Federation of Miners
 were made at Denver on December 24
 when Max Morris, Vice-President of
 the American Federation, accom-
 panied by George Hally, President of
 the State Federation, called upon the
 Western Federation's officers and
 presented a formal invitation to be-
 come affiliated with the American
 Federation of Labor.

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Baggage Room at 109 Stuart St.

withdrawal of the Government troops
 from Goldfield until some other
 means of protection is had.

C. J. Carlson, a native of Helsing-
 borg, Sweden, aged about 47, last
 heard of at San Francisco about eight
 years ago, is inquired for by his
 mother. Any one knowing his present
 whereabouts please address Mrs. Ho-
 keson, Ferndale, Wash.

With the Wits.

No Clock Needed.—"How did you know it was time to get up?"
"The baby had gone to sleep."—
Brooklyn Life.

Brother Sympathized.—"Will you be glad when I marry your sister?"
"Nope; you never done nuthin' to me."—Houston Post.

But Hard to Tell.—"What is the real difference between mushrooms and toadstools?"
"Exactly the difference between a feast and a funeral."—Baltimore American.

Interested.—"Sometimes I think," said Mr. Timmid, "if I only had some money I might get married."
"Couldn't you borrow some?" suggested Miss Passay, eagerly.—Philadelphia Press.

No Danger.—"Are you sure this horse will not run away?" asked the man who was getting into the buggy.
"Yep," replied the livery stable keeper, "there ain't the least danger that he'll run away, but he may trot some comin' back."—Exchange.

The One That Counts.—Rollis—"Mr. Alimony is all smiles."
Molly—"Yes. He has captured a gridiron heroine."

Rollis—"A gridiron heroine?"
Molly—"Yes; a college girl who really knows how to broil a beef-steak."—Judge.

Logical.—A young man was teasing his sweetheart's little sister.
"Lily," he said, "I don't love you at all."

"Ah, but you've got to!" was the child's reply.

"And why?" asked her tormentor.
"You must love them that hate you, and I'm sure I hate you!"—Philadelphia Inquirer.

Some For Willie.—Hostess—"Mr. Smith, may I help you to another piece of pie?"

Guest—"No, no, thank you, Mrs. Jones; I really could not take any more."

Little Willie—"Then, ma, you said I could have another piece if Mr. Smith left enough!"—Philadelphia Inquirer.

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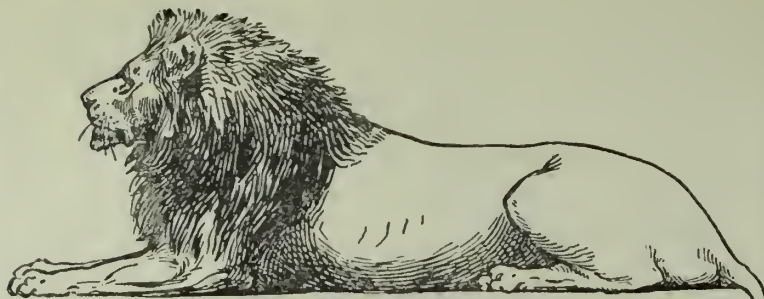
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OPENING ANNOUNCEMENT OF FALL AND WINTER.

Mr. Lyons invites his friends and the public generally to visit his new store, 771 Market street, and to inspect the finest line of Fall and Winter Cloths that has ever been displayed on the Pacific Coast. These goods range in price—for Suits made to order, \$20 and up. Overcoats, from \$20 up, and Trousers from \$5.50 up. The same lines may be found at all of Charles Lyons' stores. Please note the address.

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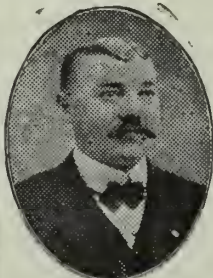
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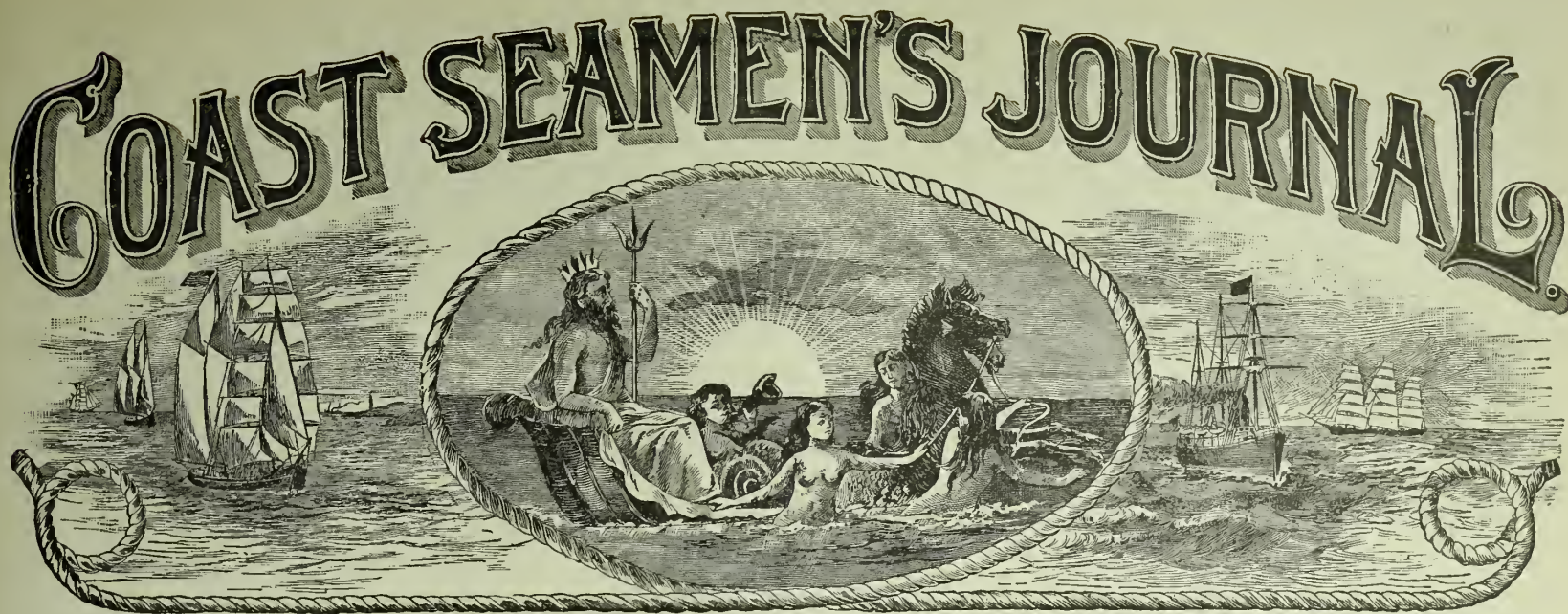
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VOL. XXI, No. 17.

SAN FRANCISCO, WEDNESDAY, JANUARY 15, 1908.

Whole No. 1047.

ABOLITION OF FISH TRAPS.

FOLLOWING is a concise and comprehensive review of the action taken before the authorities at Washington, D. C., to secure the abolition of fish traps in the Wood and Nushagak rivers in Alaska, and the successful results thereof, prepared by I. N. Hylan, Secretary of the Alaska Fishermen's Union:

Since the Alaska Fishermen organized, in 1902, they have closely observed and studied the salmon industry, and from these observations it has become clear to the mind of every practical fisherman that unless some action be taken against trap fishing, especially on the Wood and Nushagak rivers, Bristol Bay, the first named of which rivers forms the highway to the principal spawning ground for the red salmon, the salmon industry in the Bristol Bay region will soon become a thing of the past. Thus over 1200 fishermen would be deprived of the opportunity to continue their accustomed calling. Hence the Alaska Fishermen, in their regular meeting on October 4, 1907, decided to ask a hearing under an Act for the protection and regulation of the fisheries of Alaska, approved June 26, 1906, of which Section 6 reads as follows:

"That the Secretary of Commerce and Labor may, in his discretion, set aside any streams or lakes as preserves for spawning grounds, in which fishing may be limited or entirely prohibited; and when, in his judgment, the result of fishing operations in any stream, or off the mouth thereof, indicate that the number of salmon taken is larger than the natural production of salmon in such stream, he is authorized to establish closed seasons or to limit or prohibit fishing entirely for one year or more within such stream or within five hundred yards of the mouth thereof, so as to permit salmon to increase: Provided, however, That such power shall be exercised only after all persons interested shall be given a hearing, of which due notice must be given by publication; and where the interested parties are known to the Department they shall be personally notified, by a notice mailed not less than thirty days previous to such hearing. No order made under this section shall be effective before the next calendar year after same is made; and provided further, That such limitations and prohibitions shall not apply to those engaged in catching salmon who keep such streams fully stocked with salmon by artificial propagation."

I. N. Hylan, Secretary of the Alaska Fishermen's Union, and Ed. Rosenberg, Secretary of the United Fishermen of the Pacific, were elected to represent the fishermen at Washington, D. C. In order to get a hearing in time so that action on the trap question of the Wood and Nushagak rivers might be had before the opening of fishing in 1908, the following telegram was sent to the Department of Commerce and Labor:

San Francisco, Cal., Oct. 28, 1907.

Oscar Straus, Secretary of Commerce and Labor, Washington, D. C.

On behalf of two thousand fishermen, whose living is at stake, we request that you order hearing under Section 6, Act approved June 26,

1906, to determine the advisability of closing fishing wholly in Wood River, Alaska, and prohibiting traps and all stationary fishing gear in Nushagak River, Alaska.

We have discussed this matter fully with our men, who work on the ground, and also with packers interested. They agree that some action of this kind is necessary to preserve the salmon fishing of Nushagak River. Our request is telegraphed, because, under the Act, it is necessary to give thirty days' notice to interested parties of the hearing, and the order closing the streams would have to be issued before the close of this year to be effective next summer.

(Signed) I. N. HYLEN,
Secretary Alaska Fishermen's Union, 93 Steuart street, San Francisco, Cal.

This action of the Alaska Fishermen's Union was approved of by the United Fishermen of the Pacific in their conference held at Seattle, Wash., November 6, 1907; also by the International Seamen's Union of America and the American Federation of Labor.

The invaluable assistance willingly given us by United States Senators Fulton, of Oregon, and Piles, of Washington, in securing this hearing, can never be too well appreciated.

The Columbia River Packers' Association, of Astoria, Oregon, and the North Western Fisheries Company, of Seattle, Wash., with canneries on the Nushagak River, were also in favor of our action, and likewise urged Oscar Straus, Secretary of Commerce and Labor, that this hearing be given.

Credit is due to Secretary Straus for his ready response, as shown by the following letter:

Department of Commerce and Labor, Bureau of Fisheries, Washington.

November 14, 1907.

Sir:—In pursuance of the provisions of Section 6 of the Act of Congress approved June 26, 1906, entitled "An Act for the Protection and Regulation of the Fisheries of Alaska," your attention is called to the following notice:

To all whom it may concern:

Whereas, The Secretary of Commerce and Labor has been requested by numerous persons and organizations to prohibit all commercial fishing in Wood River, Alaska, and to forbid the setting of traps and stationary gear of any kind in Nushagak River, Alaska, notice is hereby given that under the provisions of Section 6 of the Act of Congress, approved June 26, 1906, entitled "An Act for the Protection and Regulation of the Fisheries of Alaska," a hearing to determine the advisability of setting aside, as preserves for spawning grounds, Wood River and Nushagak River, Alaska, and of limiting or entirely prohibiting all fishing therein, will be held in the office of the Secretary of Commerce and Labor at Washington, D. C., on December 16, 1907, at 10 o'clock a. m., at which time all persons interested will be heard.

(Signed) GEORGE M. BOWERS,
Commissioner of Fisheries.

Approved:

(Signed) OSCAR S. STRAUS,

Secretary of Commerce and Labor.

In order to facilitate matters it is hoped that each organization, corporation and firm inter-

ested will, if possible, restrict the number of its representatives present to one or two.

(Signed) GEORGE BOWERS,

Commissioner.

Mr. I. N. Hylan, Secretary Alaska Fishermen's Union, 93 Steuart street, San Francisco, Cal.

On December 13, Rosenberg and myself arrived in Washington, D. C., and immediately went to the Bureau of Fisheries, in order to gain as much information as possible upon the question before us.

On December 14 we were greatly pleased to meet Mr. L. O. Belland, of Astoria, Oregon, who was sent there to represent the Columbia River Packers' Association and the North Western Fisheries Company. Mr. Belland built the first traps on Nushagak and Wood rivers, Bristol Bay, Alaska, in 1890, and acted in the nine following years as trap-boss for the Alaska Packers' Association on said rivers.

With a man of Belland's practical knowledge of the fish-trap question coming before this hearing and in the strongest and most positive terms condemning the trap method of catching fish, and proving to the hearing the absolute necessity for the abolition of all traps if the fisheries are to be preserved, our case was greatly strengthened. It will readily be understood that Mr. Belland, at present superintendent of the Columbia River Packers' Association cannery at Nushagak, rendered us invaluable assistance.

After meeting Belland we went to see United States Senator Fulton, who gave us a hearty welcome and cheered us on in our good mission, stating that if possible for him to attend the hearing he would be there. We also met the Alaskan Delegate to Congress, Mr. Thomas Cale, who likewise favored our action and promised to be with us at the hearing.

On December 16, at 10 a. m., the hearing was called to order by Oscar Straus, Secretary of the Department of Commerce and Labor, in the Secretary's office.

United States Senator Fulton, of Oregon, and the Alaskan Delegate, Thomas Cale, were there with us. Senator Fulton, of Oregon, owing to his limited time, was first granted the floor, and in a very brief address, gave to Secretary Straus information upon the trap question, such as I am positive no other man, in the limited space of time, could have put to better effect, due to the Senator's oratorical ability, combined with his thorough knowledge of the salmon traps and their destructiveness to the fishing industry. The Alaskan Delegate to Congress, Thomas Cale, also most decidedly confirmed the action taken by the Alaska Fishermen's Union on the trap question.

Of invaluable assistance to us was a letter sent to Secretary Straus by David Starr Jordan, President of Leland Stanford, Jr., University, confirming and strongly recommending the action taken on the trap question by the Alaska Fishermen's Union. Professor Jordan's letter is as follows:

Leland Stanford Junior University.

Office of the President.

Stanford University, Cal.,

December 9, 1907.

Hon. Oscar S. Straus, Secretary of Commerce and Labor, Washington, D. C.

Dear Sir—I wish very strongly to second the movement begun by the Fishermen's Union with a view to closing Wood River, in Bristol Bay, entirely to fishing, and with a view to closing Nushagak River to all traps and stationary nets. The importance of these rivers to the fishing industry of Alaska is treated fully in our report for 1904. I may say, however, that these rivers, with two or three others running into the head of Bristol Bay are the greatest salmon streams in the world, carrying an enormous body of the Alaska red salmon. The value of the fisheries runs some years as high as three or four millions of dollars. These streams have been badly overfished and the output has fallen off. It will continue to fall away with great rapidity to the injury of the fishermen, the packers and the people of the United States, to whom these rivers belong.

In California, and to some extent in Southern Alaska, it is possible to make good the injury due to overfishing by means of hatcheries, but it is an open question whether any hatchery can be made successful at Bristol Bay. The country is a vast swampy, tundra-covered area, very cold in winter and frozen solid during the greater portion of the year. It is apparently a mechanical impossibility to make the small streams which the hatcheries can use available for such purpose.

Of all the rivers running into Bristol Bay, the one most available for keeping up the fish supply is Wood River, and this stream ought to be absolutely protected from fishing that it may become the breeding ground of the red salmon. I believe, also, that the fixed traps or pounds ought to be eliminated from Alaskan waters. They involve the automatic destruction of more fish than the rivers can stand. As a first step toward a larger end, I should favor the removal of the fixed trap from the Nushagak, which is the largest of the Bristol Bay rivers. If the great fisheries of Alaska are to be preserved, it is essential that the United States Government should assume control over the streams which constitute the breeding grounds of the salmon and see to it that they are free from dangerous obstructions. Very truly yours,

DAVID S. JORDAN.

The following brief was introduced by us, read before the hearing, and filed with the Secretary:

BRIEF.

Hon. Oscar Straus, Secretary of Commerce and Labor.

Sir:—On behalf of the Fishermen of the Pacific Coast States and Alaska, we thank you for your ready response to our prayer to give a hearing on the question of closing Wood river, Bristol Bay, Behring Sea, entirely to salmon fishing for commercial purposes, and of prohibiting the use of fish traps in Nushagak river, Bristol Bay.

As practical fishermen and representatives of over 3,000 fishermen, who have sent us from the Pacific Coast to plead their case before you, we must earnestly urge that you order fishing for salmon in Wood river stopped, and prohibit the use of traps in Nushagak.

In this request we are supported in whole or in part by the fisheries companies operating a majority of fishing and canning appliances in these rivers. These companies have informed us that they have written to that effect either direct to you or to Mr. George M. Bowers, Commissioner of the United States Bureau of Fisheries.

We are fully convinced that unless fishing for salmon, as asked by us in the Wood and Nushagak rivers is prohibited, the salmon industry of the Bristol Bay Region will be ruined, and thus over 1200 fishermen deprived of the opportunity to continue their accustomed calling.

We regret that we are on this question in opposition to some of the companies, for we have found them to be good and fair employers of labor. Every spring, for quite a number of years, we have met the representatives of these companies and have made wage agreements for the fishing season. Since the organization of the Alaska Fishermen's Union, not a dollar has been lost to the companies, nor a day's wage to the fishermen through a lockout or a strike. But the fishermen who year after year go to Bristol Bay, know that since trap fishing commenced in the before mentioned rivers, a steady decline of fish has set in, and unless the traps go, then in a few years no fishermen will be needed in Bristol Bay, for there will not be enough fish left to warrant the running of canneries.

That all of the companies themselves do not realize this, is evidently on a par with the position of other companies in other parts of our country, who for the sake of present gain continue to wantonly destroy our natural resources, until the strong arm of the Government steps in and puts a stop to their practices.

We fishermen know that the red salmon of Alaska, on their way to the lakes where they spawn, follow up closely the banks of the rivers flowing from these lakes. It is very common for one man from a gill net boat to jump ashore, hold on to the shore end on the net and walk along the bank, as the net drifts with the tide. Now a gill net, which is a net that drifts with the tide and in which fish are caught by being gilled, that is the fish thrust their heads into the mesh, but cannot get their body through nor retreat, can only be fished during certain stages of the tide, while a fish trap, being a stationary appliance, fishes day and night as long as any fish are running. Also, when there is a heavy run of fish, the fish are kept in the trap so long that they die, or even when liberated after some

days of captivity, are so bruised and weak that they cannot reach the spawning grounds. As the companies could not secure gill net fishermen unless they were guaranteed that during every twenty-four hours the companies would take from them a certain number of fish, and the limit now is 1200 fish per boat, during a good run, the trap fish are wasted.

In 1900 there were but two traps in Wood river and two in the Nushagak. Now there are six in Wood river and seven in the Nushagak. Unless they are entirely prohibited, their number will continually increase, for the companies who so far have refrained from putting them in, no doubt will, if they see that the Nushagak salmon are going to be exterminated for lack of protection, likewise put in traps, so as to be in at the killing.

The Wood river is a tributary to the Nushagak. Neither in this tributary nor in the Nushagak are traps needed to carry on the industry. A small number of additional gill net fishermen would insure to each cannery its fair share of the salmon run. But some argue that to prohibit traps would mean confiscation of property. That is hardly tenable, because to erect a trap is a privilege open to anyone, no property right is required in the location. Then also a trap in these rivers is driven in the spring and pulled in the fall. The webbing is partly worn out in a season's fishing, and some piling has likewise suffered. Piles that are still good can be utilized by the companies sooner or later in their wharves and other buildings.

That no one erecting a trap acquires a property right in the location has been again and again proved on the Columbia river, when traps which were shallowing the river or were interfering with the navigation of fishermen's boats, were ordered removed by the Secretary of War. California, to save the salmon in her streams, passed a law forbidding fish traps. Oregon has such a law applying to all its streams except the Columbia, where concurrent jurisdiction with Washington has so far prevented such a measure. Canada does not permit fish traps or fish wheels in any of its streams. The following correspondence between the Secretary of the Columbia River Fishermen's Union and Canadian Fishery officials shows how Canada is protecting her natural resources. Sofus Jensen, Secretary of the Columbia Fishermen's Union, asked these questions:

"First. Why does your Government forbid fishing above tide-water?"

"Second. What are the reasons for prohibiting traps and wheels in the rivers and streams?"

Answers:

"Agency of Marine and Fisheries Department, Victoria, B. C., December 16, 1896.

Sofus Jensen, Dear Sir:—I have yours of the 12th, which I have submitted to John McNab, Esq., Inspector of Fisheries, at New Westminster, B. C., who will answer your questions. As far as I understand the restrictions in fishing in our waters were made in view of protecting the industry and to prevent the depletion of our streams, which would surely occur if the destructive appliances mentioned in your letter were allowed.

I remain, yours very truly,

JAS. GAUDIN, Agent."

Inspector of Fisheries for British Columbia.

New Westminster, B. C., Dec. 18, 1896.

Sofus Jensen, Dear Sir:—Captain Gaudin, Agent of Marine Department, Victoria, B. C., enclosed to me a letter from you, asking for information on certain points in connection with the fisheries regulations of Canada, at present enforced in British Columbia. Your first question is: What is the reason for prohibiting fishing above tide-water? Our Government considers that the inland and other fisheries are a valuable asset of the country, and that they should be so protected as to be as valuable to the next generation as to the present, and to this end upper reaches of the rivers are not allowed to be fished; the salmon are out of condition and full of ova, which they should be allowed to plant undisturbed in the creeks where they spawn, as otherwise the excessive amount of fishing in the estuaries and lower reaches of the river must in time deplete them of salmon. Your second question is: Why do the laws prohibit fishing for salmon with traps and wheels? Because they are so destructive to young or immature fish, and also to varieties of fish which are valuable, but are not to any great extent utilized by the canneries or salmon fishermen, and are thus a very destructive agency.

Yours very truly,

JOHN McNAB.

That practically the same views are taken by American fishery officials and experts, who have investigated the workings of the fish traps, especially those of Wood river and Nushagak, the following excerpts from these reports will show.

In 1900 and 1901, Jefferson F. Moser, Commander, United States Navy, in command of the U. S. Steamer Albatross, made a thorough investigation of Alaskan fisheries and says in his report, printed in 1902, pages 180, 181 and 182:

"Traps used extensively in the Bristol Bay district are a subject for criticism throughout Alaska. They are expensive to build and maintain, but have many advantages to the canner. The great benefit of a trap is not only that it fishes both day and night, but if the run is heavy for a few days, and the cannery fully supplied by the gillnetters the fish in the traps can be held

for a time until the catch of the gillnetters is slack. These advantages have frequently led the trappers beyond the limits of the law, and the time has come when the use of traps must be regulated and the law enforced, or else they must be abolished.

"Having in mind now the whole of Alaska, it is my opinion that if this be not done it will work a great injury to the fisheries.

"Traps catch not only the salmon wanted, but all other species of salmon and other fish not wanted. Practically all fish taken in the traps except redfish, are waste, and until one sees the tons of this waste product, one cannot realize the magnitude of this giant octopus that grasps everything in its tentacles.

"Fish were plentiful this year, and the gillnetters were able to supply most of the fish used. It was said on this account that traps took more fish than were wanted, and that they were frequently opened to let the impounded fish escape. This statement may be true, but there never was a cat that held a mouse with more tenacity than a cannery man holds a salmon, and it is doubted if a salmon of choice species is ever allowed to escape as long as it is fit to put inside of a tin can."

On page 218 Commander Moser says: "My opinion of traps has been expressed and the waste from them referred to, but as a further illustration of this trap waste a single occurrence related to me may be given: A lighter having a capacity of 45 tons, and having nearly that amount of fish aboard, was towed to a cannery, where the species desired for canning, amounting to about six tons, were removed; the rest, consisting of cod, tomcod, halibut, flounders, sculpins, dog salmon, trout, etc., were waste. In the spring of the year immense numbers of tomcod are taken. It is said that as much as fifteen tons of this species have been thrown out of a trap in one day."

In 1903, a special commission, composed of Dr. David Starr Jordan, President of Leland Stanford Jr. University, Dr. Barton Warren Everman, and others thoroughly familiar with fishing matters, was sent by President Roosevelt in the U. S. Steamer Albatross to Alaska, and their report says in part:

"The manner of taking salmon in Alaska for commercial purposes varies with the locality. In general, it may be said that a great bulk of the catch is made by means of traps (or pound nets), haul seines, purse seines and gill nets, and that the fishing is done in salt water (p. 11).

"An objection to them (the traps) is that they sometimes take more fish than the canneries can use (p. 11).

"When placed in the mouth of a stream a trap may be very objectionable, as it continually prevents the ascent of the salmon to the spawning grounds (p. 12).

"The traps in Wood river were so placed as to practically close that stream. The condition is manifestly not to the best interests of these fisheries and should not be continued (p. 12).

"The Indians condemn the pound nets and stationary traps, chiefly because these structures take the place of their own labor. This criticism affects all labor saving devices and is worthy of no consideration from the economic side (p. —).

"The aggregate number of salmon landed in 1902 was 36,265,056, including 207,676 king, 22,925,362 red, 627,651 cohoes, and 12,504,366 humpback and dog. The total market value of the pack of 1902 was \$8,667,673. Complete returns of the pack of 1903 are not yet in, but a careful estimate puts it at 2,204,423 cases, valued at \$8,500,000. The capital stock of the companies engaged in packing salmon in Alaska in 1902 was \$25,799,500; the valuation of stock, \$6,406,760. The total number of hands employed at the several fisheries was 13,822, and the amount paid in wages was \$4,060,682. The outlay for tinplate was \$1,383,680. For solder \$330,000, and for shoos \$242,000 (p. 16).

"These figures show sufficiently the enormous importance of the Alaska fisheries. The annual product is worth \$1,000,000 more than original cost of Alaska, and exceeds the entire mineral output of Alaska in 1901 by more than \$1,750,000. When to the value of the salmon fisheries of Alaska the various other fisheries, as the halibut, cod, fur seal, etc., are added, the total far exceeds all the resources of Alaska combined (p. 16).

"The very large capital invested in the Alaska salmon fisheries and the enormous annual product which these fisheries yield demand that everything possible should be done to afford them adequate protection and insure their permanency. It is important to remember that in Alaska only the red salmon, as matters now stand, need any protection. The king salmon is of secondary importance, because it is relatively scarce and because it runs in streams so large or so turbulent or otherwise so difficult to fish that only a small proportion of those running can be taken. The humpback salmon spawns everywhere in myriads beyond any immediate probability of overfishing. The habits of the silver salmon will, for the present, save it from destruction on any large scale, while the dog salmon is practically worthless. It is therefore chiefly with the red salmon in Alaska that fish protection has to deal (p. 17).

"It is evident that to maintain the salmon fisheries at their present degree of efficiency the fisheries must be given protection commensurate with the destruction from all causes. This must take one of two different forms. It may be actual limitation of the catch, so that a large number

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

JAPS IN FRUIT INDUSTRY.

I am no prophet nor the son of a prophet, nevertheless I predict trouble ahead for the horticulturists of the principal fruit growing districts of California. Right here I want it distinctly understood that I am in favor of employing Japanese and Chinese labor at the present time for the simple reason that they are the only available help to be had.

Yes, I know the labor question has been and is a very serious one, hence the paramount question is, "Has the situation been improved the last few years by renting our orchards to the Asiatics?" I think not. It has been made more serious. We have jumped out of the frying pan into the fire, for the Japanese now control the orchard labor, they and the Chinese having rented a large per cent of the orchards in the Winters district and a greater amount in Vacaville district. This was the very worst thing the orchardists could have done.

Let us look the situation square in the face and find a solution if possible. In 1905-06 the question had grown to be a serious one. In 1907 it had become more difficult, so much so that the fruit grower could not see his way out of it. Then and there he did just what the business men in town had always done—went to figuring how he could get the largest return for the least outlay, thus proving to his own mind, at least, that he is possessed of real shrewd business sagacity. The welfare of the community—churches, schools—are lost sight of, for the time being at any rate, and the orchards are rented to the foreigners.

The question is often asked—why don't the white men rent the orchards? There are several plausible reasons. First, the grower wants the last cent there is in it, in fact he wants more than he can make if he runs it himself. The Japanese and Chinese born and reared in a land where industry and the most rigid economy are required to barely make a living, can live well on one-half the cost required to support a white man, and they outbid the white man and get the orchard.

There you have the whole thing in a nutshell.

The Japanese and Chinese have no conscientious scruples in the matter.

They rent the orchards for all there is in them, regardless of the future. They never plow a furrow they can do without and cultivate just as little as possible, prune the trees for a big crop and only half thin the fruit, thereby letting them overbear and injuring the trees for years to come. I want to say with all the earnestness that is in me, if there is any one thing above another that will ruin our orchards, it is this renting to the Japanese and Chinese.

There is another reason why the Japanese can outbid the white man. When they rent and run the ranch they require only about one-half the number of hands to pick and pack the crop that a white man must have if he employs them.

Of course, the Japanese can not be blamed for renting the orchards. Neither are the growers altogether to blame.

Vaca Valley is said to be the worst infested district in California. Is there not some cause for this? What have the merchants and business men of Vacaville done to relieve the situation

and induce steady and reliable family men to locate and remain in the town and vicinity? Not much, I fear.

The merchants and business men in general must co-operate with the farmers—should take the lead in encouraging a good class of white men to remain here. I have been creditably informed that several men with families have moved away from Vacaville, simply crowded out by Oriental labor.

May I make a suggestion to the residents of such a town and community? Start some home industries on the co-operative plan or any way you want to for that matter. A cannery and drying yard would give employment to a small army of white help—and room for every member of the family. Build a creamery and build up an ice factory. Winters has tried this way and while some of the effects of the Japanese invasion are still in evidence, the town is attracting a good class of people to help handle our fruit crops.

The amount of money paid out for help in the various co-operative industries of Winters runs up to a good many thousands of dollars annually, none but white help being employed. Practically all of this money is spent in our stores or deposited in our savings banks.

In an article last spring on the labor question I suggested that every fruit grower that employed labor by the year in Winters and Vacaville fruit districts include at least one white man with a family. Had that been done there would now be at least one hundred families in Vacaville district and many more in Winters and vicinity, available for work in the fruit and the business men in every branch would have felt the beneficial effects of the added white population. Whether you agree or disagree with me in your conclusions, you will be willing to admit that something ought to be done.—G. W. Thissell, Sr., in Winters (Cal.) Express.

U. S. NAVY SECOND IN SIZE.

The United States is now second in the relative order of warship tonnage, her total being 611,616 tons, as against 609,709 for France. On June 1 the warship tonnage of the United States was 570,772, as against 603,955 for France. These figures are given by the Department and eliminate vessels more than twenty years old, unless they have been reconstructed and rearmed since 1900; vessels not actually begun, although authorized; transports, colliers, repair ships, torpedo depot ships, converted merchant vessels, vessels of less than 1,000 tons, except torpedo craft, or torpedo craft of less than 50 tons. France, however, is building more rapidly than the United States, and when the vessels now building are completed, will again outrank the United States in warship tonnage, her tonnage then being 836,112, as against 771,758 for the United States. In considering fighting strength of the respective navies where only battleships and armored cruisers of more than 10,000 tons are considered, the United States Navy is still third, having twenty-two battleships and ten armored cruisers, against nineteen battleships and nineteen armored cruisers for France.

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NORWEGIAN LABOR CONDITIONS.

Consul F. S. S. Johnson in the following report discusses the condition of the laboring classes at the Norwegian port of Bergen:

The rate of wages of workmen, such as laborers on roads, railroads, buildings and similar work, has, during the past few years, greatly advanced; the causes are many, the chief being the large exodus of young men to America. Such labor is done by the young men who come from the interior in search of employment and who, by their industry, frugality and economical habits, have, in a way, entirely monopolized all branches of rough manual labor. They earn from 75 cents to \$1 a day.

Agricultural laborers earn from 6 to 7 cents an hour, but are not very numerous. During planting and harvesting times more women than men are seen in the fields. The rate of wages earned by mechanical laborers is comparatively high. Thus, skilled plumbers get 55 to 60 ore (100 ore=1 crown=26.8 cents) per hour and coopers 40 ore per hour. Upholsterers are as well paid, while carpenters and blacksmiths earn somewhat less (40 ore per hour). The wages of artisans in other branches of work vary considerably. The best journeymen tailors receive 45 ore per hour, while those of inferior skill receive 35 ore per hour, according to their ability. Printers (compositors) earn about 35 to 40 ore an hour and shoemakers from 18 to 20 kroners per week. Masons are paid by the hour at the rate of 44 ore per hour, never earning more than 4 to 5 kroners a day. (Detailed lists of wages paid to seamen, and in the metal and machine, wood and building, clothing and aliment industries, compiled by the consul, as well as a price list of food necessities, are placed in the public reference files at the Bureau of Manufactures.)

The conditions of the laboring classes have during the past few years greatly improved. The improved system adopted by the schools, as well as compulsory attendance, has been productive of good results. The laboring classes are frugal and industrious, destitution being rarely found among them. They are contented with little. The living of a mechanic with a family, including the rent of tenement and cost of clothes, etc., consumes almost his entire earnings.

LABOR-SAVING IN SPAIN.

There is no direct importation of mechanical labor-saving appliances into Valencia, Spain, but forges, sand blasts, tar, and cement boilers are frequently purchased from large supply stores or through German or British agents in Barcelona. It appears that oil-burning specialties are not adapted to the conditions of that section of Spain because of the high price of petroleum and its derivatives, which sell for 70 cents a gallon. Owing to the cheapness and abundance of manual labor, labor-saving devices are not appreciated.

A point in the cotton market is 1 cent on the hundred pounds. If cotton is quoted at \$9.20 a hundred pounds and falls to \$9.10 there is a drop of ten points.

Domestic and Naval.

During the calendar year 1907 the Bureau of Navigation reported 1056 vessels of 502,508 gross tons built in the United States, compared with 1040 of 393,291 tons in 1906.

From London to Cairo in four days is the latest achievement of the Egyptian Mail Steamship Company, which recently inaugurated a weekly service between Alexandria and Marseilles.

Announcement was made at New York on December 30 that the Consolidated Steamship lines, commonly known as the Morse Company, would default on the interest on its \$60,000,000 collateral trust bonds due on the 31st.

The British steamship Miguel de Larrinaga arrived at Liverpool on December 22 with the master and crew of six men of the American schooner Gardiner B. Reynolds, who had been rescued from their sinking vessel in mid-Atlantic.

The United States torpedo boat flotilla arrived at Pernambuco, Brazil, on January 10, from Para. The flotilla was delayed two days, owing to the fact that the boilers of the Stewart became salted. The vessels sailed again on the 13th for Rio Janeiro.

The new steel steamship Nann Smith, from Baltimore for San Francisco, returned to Hampton Roads recently leaking badly. She was 250 miles south of Gulf Stream when a heavy storm was encountered, and her master decided to return and repair damage.

The transatlantic liners sailing from New York will no longer be obliged to wait for high tides in order to get out of the Bay. The work on the new Ambrose Channel has been so nearly completed that even the largest of the liners will be able to go out at any time.

The American bark Arthur Sewall, which left Philadelphia, Pa., last March for San Francisco with 5000 tons of coal, has never been heard from since she sailed from Delaware Breakwater on April 3. It is feared the bark foundered in the vicinity of Cape Horn.

The Queen Steamship Company has inaugurated a new service from Bermuda to Nassau, with sailings fortnightly in February and March, and thence to New York. Stop-over privileges will be granted. The company has also added the new steamship Guiana to its West Indian fleet.

During the year 1907 the total number of vessels arriving at New York was 11,122, of which 6624 were steamships and 4498 sailing vessels. This shows a decrease of 584 vessels compared with 1906. There was an increase of 212 in the number of steamships and a decrease of 796 sailing vessels.

The White Star line has announced a reduction in its second and third class passenger rates from English ports to New York and Boston. The second-class fares are reduced by from \$6 to \$7.50 and the third-class fares by from \$4 to \$5. The Cunard Company immediately said that it would meet the cut.

Captain Parson and six men, comprising the crew of the schooner Gardner B. Reynolds, which was wrecked off the coast of Virginia on December 7, arrived at New York on January 3 from Liverpool. The men were picked up by the steamship Miguel de Larrinaga and landed at Liverpool.

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Pacific Coast Marine.

The steamship City of Puebla, which arrived at Victoria, B. C., on January 5, from San Francisco, reported that the lightship on the Umatilla Reef is missing.

Harry Lipp, a seaman on the steamer Santa Rosa, committed suicide by jumping overboard from the vessel when she was nearing San Diego, Cal., on January 7.

Secretary of the Navy Metcalf has notified Mayor Taylor, of San Francisco, that the United States battleship fleet may be looked for to arrive at San Francisco early in May.

United States Senator Flint has succeeded in arousing Secretary of War Taft to give serious attention to the condition of San Pedro, Cal., which is totally undefended and open to attack.

Captain John Slater, one of the best-known shipmasters on the Coast, died at his home in North Berkeley on January 8 after an illness of over five months. Deceased was a native of Scotland, aged 58 years.

A telegram received at San Francisco on January 10 from Australia conveys the information that the British steamer Borderer, bound from Portland, Or., for Port Elizabeth, has put into Sydney with sickness aboard.

Word was received at San Francisco on January 4 that the ship Benjamin F. Packard, bound from Norfolk to Honolulu, had put into Montevideo in distress. The Packard lost all her boats and was much damaged in a hurricane.

The steamer Breakwater, which sailed from Marshfield, Or., on January 4, was struck by a tremendous sea outside of the bar, which carried away part of her upper works and stove in the port side of her forecabin, badly injuring three of her seamen.

Twelve boats of the Sound fleet were tied up at Seattle, Wash., on January 10 as the result of a final failure on the part of the steamship owners and the mates, engineers and pilots to agree upon the wage schedule announced some weeks ago by the owners.

In the presence of thousands, including the officers and seamen of the Pacific squadron and citizens of San Diego and of other Southern California cities, the monument in memory of the Bennington dead was unveiled at the National Cemetery at Point Loma, Cal., on January 7.

The Pacific Coast Steamship Company's new steamers President and Governor are now laid up, and it has now been decided that the weekly schedule to Seattle and Alaska shall be carried out by the Umatilla and the City of Puebla. These steamers will leave San Francisco in the near future on alternate Fridays.

The supposition that the well-known schooner William H. Talbot, which arrived at Port Townsend, Wash., on January 5, had broken the western bound Pacific ocean sailing record, was exploded when the vessel reached her anchorage. Instead of seventeen days the Talbot was twenty-six days coming across from Osaka, Japan.

The threatened strike of marine engineers did not take place at Tacoma, Wash., on January 10, as expected. The engineers will remain on duty at the old scale until the vessel owners can secure other men from outside. Another meeting will be held between the owners and engineers, but it is doubtful if a compromise can be reached.

The Pacific Mail Steamship Company has been made defendant in a suit for \$5000 damages for the death of Charles Byrne, brought by his widow and son, May and Clarence Byrne. Byrne was working in the hold of one of the company's steamers on May 25 last, when a sling rope broke and a load of merchandise fell on him. He was 35 years old.

Local Inspectors of Steam Vessels O. F. Bolles and John K. Bulger, of San Francisco, handed down a decision on December 28, suspending the license of Second-mate Fred Lyons of the steam-schooner Samoa for twelve months. His offense consisted in assaulting Captain M. J. Madsen, master of the Samoa, when the vessel lay at anchor in Caspar Bay, Cal., September 11, 1905.

As a result of the strike of ferry-boat engineers at San Diego, Cal., several weeks ago and the investigation which was subsequently held by Supervising Inspector of Steam Vessels John Birmingham, he has suspended the license of Chief Engineer August Hennequin of the steamer Redondo for thirty days, and that of Irwin Morrison, second assistant engineer, for four months.

Captain Greene of the steamship Nevada reports that on his voyage from San Francisco to Honolulu he sighted a derelict about 500 miles from the islands. A heavy spar was sticking up from six feet above the water, with heavy wreckage below. Evidently it was the remains of some large vessel, possibly the Arthur Sewall. It was in latitude 28 deg. and 30 min. north, and longitude 150 deg. 55 min. west.

Alexander Pallu has filed a libel in the United States District Court at San Francisco against the Alaska Packers' Association to recover \$470 wages and expenses and \$20 proctor's fees. He alleges that after being engaged for the season last spring to act as engineer of one of the cannery launches in Alaska he was discharged May

7, after a month's faithful service, and was forced to pay his fare back to San Francisco.

Word has been given out by the Monticello Steamship Company that the side-wheel steamer Sea Home, which formerly was on Puget Sound but is now moored in Oakland Creek, has been purchased by the company and is to be fitted up at once at an expense of \$50,000. The boat will be ready for the regular summer traffic between Vallejo and San Francisco. The new boat will accommodate over 1000 people and will have a speed of nineteen knots.

Considerable anxiety is felt among shipping men at San Pedro, Cal., regarding the safety of the schooner Lucy, Captain Oliver Petersen, which left that port some time ago bound for the Umpqua River in ballast. The schooner Caroline, which left San Pedro with the Lucy, has made a return trip and is again on her way north to reload. The Lucy was last sighted by the Caroline when the latter left Umpqua several weeks ago, bound south.

The lumber schooner Spokane, Captain Jamieson, reached Port Townsend, Wash., on January 8, with her mainmast gone. While trading between the Islands of Hawaii the mast was damaged and Captain Jamieson decided to remove it. After the mast was entirely out it was discovered that the entire island possession did not boast a stick of the size or quality necessary for the purpose, and the Spokane consequently sailed without a mainmast.

While the schooner Cecelia Sudden, Captain Keegan, which arrived at San Pedro, Cal., on December 30 from Hoquiam, Wash., was bowling along at a seven-knot clip off Point Dume, Tom Anderson, the second-mate, was struck by the mizzen boom and knocked into the sea. A lifebuoy was thrown overboard and the mate fortunately caught it. The vessel was put about, and after having been in the water for half an hour Anderson was picked up uninjured.

W. H. Allison, the newly appointed marine superintendent of the Pacific Coast Steamship Company, entered upon his new duties on January 1. Superintendent Allison is a native of California, having been born at Benicia in 1855. He was for three years in the service of the Pacific Mail Steamship Company prior to joining the Pacific Coast Steamship Company in 1882, and for the last fourteen months has acted as assistant to J. C. Ford, President of the company.

Another steam-schooner for the coastwise lumber trade is nearing completion at Moran's yards, Seattle, and will be delivered to the Dollar Steamship Company, her owners, early in February. The new vessel has her hull completed and her engines are being put in position. She will be 250 feet long, 41 feet beam and 20 feet draft. Her engines, which are of 1000 horsepower, will develop a speed of eleven knots per hour. The new steamer is being built with an adaptability to burn either coal or oil.

The British ship Port Patrick, which was in collision with the Columbia River bar lightship on January 3, was almost totally wrecked and her carpenter was washed overboard and drowned when she drove into the breakers and struck heavily on an outlying rock off the Washington coast near Grays Harbor on the 4th. The Port Patrick was towed into Victoria, B. C., on the 7th by the tug Sea Lion for repairs, having been picked up with cargo shifted, listed, and in a leaking condition off Cape Flattery.

Following is the reinsurance list, as posted at San Francisco on January 10: British ship Castle Rock, 108 days from Sydney for Portland, Or., 35 per cent; British ship Alacrita, 160 days from Delagoa Bay for Hongkong, 85 per cent; Japanese steamer Gota Maru, 65 days from Hakodate for San Francisco, 90 per cent; Norwegian bark Gartha, 193 days from Menado for Amsterdam, 10 per cent; British bark Sunlight, 132 days from Port Pirie to Falmouth, 10 per cent; British bark Doverby, 135 days from Cardiff to Valparaiso, 10 per cent; Steamer Hatasu, 39 days from Port Townsend to Calcutta, 6 per cent.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 15, 1908.

SALMON FISHERIES PROTECTED.

The fishermen of the Pacific Coast have good reason to congratulate themselves upon the success achieved in the protection of the fisheries, as shown by the lengthy report on the subject, published in this issue. Further, the benefits thus accruing will be by no means confined to one class, but will be shared equally by the fishing companies and the public at large, for which the latter ought to be duly grateful.

The order issued by Secretary Straus, prohibiting the use of fish-traps in Wood River, and closing Nushagak River to commercial fishing, marks the successful culmination of a long campaign for the protection of the Alaskan fishing industry against the wasteful methods of exploitation adopted by certain concerns, which methods, in the absence of such protection, must certainly have resulted in the destruction of the salmon supply. As often happens, the work necessary to this end was initiated and mainly carried on by the men who, although most immediately affected, are least concerned, in the general view of the question. The destruction of the fishing industry of Alaska would compel several thousand men to seek employment in other industries, a condition which might conceivably prove advantageous in the end to themselves. Another, and in a sense more important result arising from the destruction of the Alaskan fisheries would be to make valueless the canning plants established in the North, the present value of which runs into millions of dollars. Most important, however, of the results here anticipated would be the loss to the public of a valuable food supply. As noted in the brief submitted to Secretary Straus, the menace of overfishing has been reported upon by numerous authorities from time to time during several years past, but without material effect. Not until the fishermen, acting through their organization and supported by kindred bodies of labor, made a concerted, vigorous and intelligent move in the matter were actual results achieved. The outcome affords another instance of the gain both to employers and to the public from what are often mis-

construed and unjustly condemned as the purely selfish objects of organized labor.

We commend the report of Secretary Hylen, of the Alaska Fishermen's Union, to the careful consideration of our readers, and especially to those immediately interested in the salmon fisheries. A noteworthy feature of the report is the brief submitted to Secretary Straus during the hearing before that official. The facts and the argument therein presented were compiled jointly by Secretary Hylen and Secretary Rosenberg, the latter acting in his capacity as executive of the United Fishermen of the Pacific. The work of these officials in this particular speaks well for their ability to present the case of the fishermen, of the fishing industry and of the fish supply in a comprehensive and convincing manner. Of course, the best evidence of the good service rendered by the Fishermen's representatives lies in the results achieved, in the order of Secretary Straus.

Now that the Federal authorities have acted to protect the salmon fisheries in Alaska from the destructive fish-trap, it is to be hoped that the people of Oregon and Washington will take similar action to protect the fishing industry in their own waters. Either this must be done, or the people of these States must resign themselves to the speedy loss of one of their most important sources of food and revenue.

WRECK OF THE LAWSON.

The wreck of the seven-masted schooner Thomas W. Lawson, with the loss of sixteen lives, has caused much comment unfavorable to those responsible for the condition of the vessel when she put to sea. The Lawson, loaded with oil in bulk, was known to be cranky, so much so that, as is reliably reported, a list of seven degrees placed her in danger of capsizing. Notwithstanding the known instability of the vessel, she was sent to sea on a voyage calculated to test the most seaworthy craft. The result might have been expected, and probably was expected by those familiar with the circumstances.

So far the wreck of the Lawson has been attributed almost exclusively to her tenderness. It remains to be pointed out that while this condition may rightly be regarded as the prime cause of the disaster, another cause contributed, probably in almost equal degree, to the result. We refer to the notoriously undermanned condition of the Lawson. Throughout the whole career of that vessel her condition in this respect has been matter of comment among seamen. While engaged in the coastwise trade the Lawson carried twelve men before the mast, a complement far below that required for safety, to say nothing of comfort or convenience, which latter elements may be regarded as out of question in any case of the kind under discussion. Yet when the Lawson was chartered for offshore her complement was reduced to ten men! To send a sailing vessel of 5000 tons to sea thus undermanned savors strongly of "flying in the face of Providence." No crew, however numerous or competent, can overcome the unseaworthy condition of a vessel; but a good crew may keep a vessel at sea, when to seek shelter, as the Lawson did, is simply to incur danger in another and possibly worse form. In all human probability the wreck of the Lawson was due as much to undermanning as to any other element of unseaworthiness. The sending of the Lawson to sea in her known condition of instability was a crime for which

those responsible ought to be made to pay the penalty of law. The fact of undermanning is a crime which, in the absence of law, can only be punished by public execration. However, the power of public opinion is not limited to the expression of indignation. That power can force the enactment of legislation which shall compel the manning of vessels in a manner compatible with the safety of life and property. Public opinion, to be effective, must assume the form of a demand upon Congress for the speedy passage of a manning bill.

FEDERATION OF LABOR.

The eighth annual convention of the California State Federation of Labor, held in Vallejo, Cal., January 6-11, was a successful gathering from every point of view. The sessions were devoted exclusively to the consideration of the business before the convention—that is, to the labor affairs of the State. Although nothing of a startling nature developed during the proceedings, the work accomplished was none the less important. Most important of the measures acted upon were those providing for the introduction of bills at the next session of the Legislature, and for an aggressive organizing campaign throughout the State. The action of the American Federation of Labor in levying an assessment for the aid of the labor movement in Los Angeles and other cities similarly situated was greeted with enthusiasm and afforded great encouragement to the delegates.

The following officers were elected:

President, George A. Tracy, of San Francisco; First Vice-President, A. M. Thompson, of Oakland; Second Vice-President, William Rambo, of Oakland; Third Vice-President, D. D. Sullivan, of Sacramento; Fourth Vice-President, Henry Sager, of San Francisco; Fifth Vice-President, M. T. Murray, of San Jose; Sixth Vice-President, Mrs. Fanny Koehl, of San Francisco; Seventh Vice-President, P. Burlingame, of Eureka; Eighth Vice-President, N. G. Ross, of Vallejo; Ninth Vice-President, R. A. Larrimore, of Los Angeles; Secretary-Treasurer, George W. Bell, of San Francisco; Delegate to American Federation of Labor, J. B. Dale, of Vallejo; Delegate to the Exclusion League Convention at Seattle, Wash., W. R. Gibson, of San Francisco.

The date of the convention was changed to October, in which month the next convention will meet at San Jose, Cal.

Much of the success of the convention is due to the assistance rendered by the labor movement and citizens of Vallejo, who were lavish in the matter of entertainment. It may confidently be predicted that the success of the convention will be amply demonstrated by the progress of the State labor movement during the present year.

The anti-Exclusion forces in the West are increasing rapidly! Until recently these forces consisted of Joaquin Miller and John P. Irish. Now that the Rev. "Bob" Burdette has joined the ranks of the cheap and nasties, the said ranks are ranker by thirty-three and one-third per cent than before the accession of that famous humorist.

The official proceedings of the twelfth annual convention of the International Seamen's Union of America will shortly be ready for distribution. Every seaman should make it a point of securing a copy and perusing it carefully.

No one doubts that shanghaiing is frequently resorted to by British shipmasters who are obliged to make up the shortages in their crews which occur through desertion. The practice will be continued until an example is made of some of the offending captains by imprisoning them for illegally restraining men of their liberty. There is no excuse for shanghaiing. When it is resorted to it is invariably because the wretched wages offered to sailors are no temptation to men to take to the sea for a living. If shipowners can not afford to pay a living wage they ought to tie up their ships and let them rot.—San Francisco Chronicle.

Our contemporary's indignation is commendable, of course; but, unfortunately, it is only sporadic. It is useless to say that the shipowners ought to let their vessels rot. The only kind of talk that will avail anything in the circumstances is an intelligent and well sustained demand for the enforcement of the law against shanghaiing. Law exists in abundance, if only it were possible to put it into force against those chiefly responsible. Not the least of the difficulties in the way of this "consummation devoutly to be wished" is the fact that the parties responsible for the enforcement of the law are not infrequently also the parties responsible for its violation. At any rate, it is safe to say that back of every case of shanghaiing may be found an official whose leaning toward the "interests of commerce" is more pronounced than his respect for the maritime law. The suggestion herein contained may afford the Chronicle an effective vent for its righteous wrath over the shanghaiing evil.

Andrew J. Gallagher, the efficient Secretary of the San Francisco Labor Council, has declined reappointment on the Board of Election Commissioners, upon the ground that his duties in the labor movement require all his time. Verily, the times are changed! It isn't so long since the average labor official in San Francisco considered that his chief duty consisted in "doing politics" under the city Administration. The determination of Secretary Gallagher to attend exclusively to the business of the Labor Council is the more commendable since he is one, probably the most conspicuous, of the few labor office-holders under the recent Administration who have survived the experience without loss of personal reputation. The offer of reappointment was creditable alike to Mayor Taylor and to Secretary Gallagher. The latter's declination is, if anything, more creditable to him as a labor official than is his record as a public servant. With this example before us we may hope that the men of the labor movement generally will yet recognize that the honor of service in that movement is worth more than the notoriety and emoluments of a "job" in the City Hall.

The action of the Alaska Fishermen's Union, in formally thanking Professor Jordan for his services in the matter of closing the Wood and Nushagak rivers to trap-fishing, is a well-deserved tribute to that distinguished gentleman's interest in the country's fisheries. We doubt if any of the honors bestowed upon the great scientist and scholar can be regarded as more significant of true worth; certainly none can be more significant of honest appreciation and profound gratitude.

When buying ready-made suits, shirts, overalls, oilskins or other articles of clothing, demand the label of the United Garment Workers!

A firm stand against any wage reduction is the surest cure for financial depression.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 10, 1908.

At the regular meeting of the Alaska Fishermen's Union, held in the Fishermen's Hall, 93 Stuart street, San Francisco, Cal., Friday, January 10, 1908, Fred Swanson presided. Secretary I. N. Hylen reported having attended, together with Ed. Rosenberg, the convention of the International Seamen's Union of America, at Chicago, Ill., December 2-11; that said convention had granted the United Fishermen of the Pacific an organizer for six months, and unanimously voted \$500 for legislation against fish-wheels in the Columbia River, and that the Union Fishermen's Co-operative Packing Company, of Astoria, Oregon, had also put up \$1,000 for the same purpose.

Secretary Hylen further reported that, together with Ed. Rosenberg, Secretary-Treasurer of the United Fishermen of the Pacific, he had attended the hearing on the salmon trap question on the Nushagak and Wood rivers, Bristol Bay, Alaska, ordered by Oscar S. Straus, Secretary of Commerce and Labor, to take place at Washington, D. C., on December 16, 1907, and there urged, as per instruction of the Alaska Fishermen's Union, the absolute necessity for the abolition of all fish-traps and stationary fishing gear in these waters, if the fisheries of Bristol Bay, Alaska, were to be preserved. Secretary Straus was exceedingly patient, conservative and fair in his treatment of all concerned, and after a hearing lasting two days, a decision was rendered in our favor, ordering that until further notice, Wood River, a tributary of Nushagak Bay, in the district of Alaska, and the region within 500 yards of the mouth of said Wood River, be closed to all commercial fishing, and that all commercial fishing be prohibited in Nushagak River proper.

Further reported, that the United States Geodetic Survey placed the mouth of the Nushagak River at the confluence of Wood River. The fishermen heretofore had believed that the boundaries of the Nushagak River extended to Coffee Point and Ekuk Point. Thus the law limiting the Secretary's jurisdiction and the survey limiting the mouth of Nushagak, prevented action except by Congress, against the traps located in what is now called Nushagak Bay, which said Nushagak Bay, as such, now extends up to within 500 yards of the mouth of Wood River. The case before the Secretary thus resolved itself into stopping the fish-traps and other gear in Wood River and the fishing in the Nushagak River proper.

Secretary Hylen further reported, that Professor David Starr Jordan, President of the Leland Stanford Junior University, of California, United States Senators Fulton, of Oregon, Piles, of Washington, Knut Nelson, of Minnesota, and the Alaskan Delegate to Congress, Mr. Thomas Cale, rendered us invaluable assistance at this hearing.

A Quarterly Finance Committee was elected. It was decided, that it be made a special business at our regular meeting, Friday, February 7, to elect a committee on wage scale and conditions for the ensuing year.

Hans Goranson, Agent at Seattle, and Peter S. Gade were elected as delegates to the convention of the Asiatic Exclusion League, which convenes at Seattle, Wash., on February 3, 1908.

The following resolutions were unanimously adopted:

Whereas, The Alaska Fishermen's Union and kindred bodies of fishermen have for some time past been actively engaged in an effort to prohibit the use of fish-traps, with the object of preserving the food supply of fish, and at the same time conserving the means of livelihood of the men employed in legitimate fishing; and

Whereas, The object herein described has been attained in large measure through the issuance by Secretary of Commerce and Labor Oscar S. Straus, of an order prohibiting the use of fish-traps in the Wood and Nushagak rivers, Alaska; and

Whereas, The success thus achieved is due in very material degree to the valuable and generous aid rendered by Professor David Starr Jordan, of Leland Stanford Junior University, who by virtue of his knowledge of the subject and standing as an authority thereon, as well as by his active personal interest in the case, exercised a powerful influence upon the deliberations of the authorities; therefore be it

Resolved, By the Alaska Fishermen's Union, in meeting assembled at San Francisco, January 10, 1908, that we hereby tender our most sincere thanks to Professor David Starr Jordan for the services rendered by him, and offer him our congratulations upon the success thus achieved, as destined to redound not only to his own credit, but to the advantage of the fishing industry and to the benefit of the whole people.

Respectfully submitted.

I. N. HYLEN,

Secretary, Alaska Fishermen's Union.
93 Stuart St., Tel. Temp. 3600.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 13, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping dull; prospects poor; a number of vessels, both steam and sail, laid up. The Shipwreck Benefit was ordered paid to three members who lost their belongings in the steamer Breakwater. The delegates to the recent convention of the California State Federation of Labor submitted their report.

The following officers were declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, E. Ellison; First Patrolman, E. A. Erickson; Second Patrolman, Martin Hunter; Third Patrolman, Robert Tunnell; Janitor at Headquarters, Wm. Malone; Tacoma Agent, H. L. Pettersen; Seattle Agent, P. B. Gill; Seattle Patrolman, Chas. Sorensen; Port Townsend Agent, Walter Moller; Aberdeen Agent, Wm. Gohl; Portland Agent, D. W. Paul; Eureka Agent, John W. Erickson; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Ed. Johnson; Editor Coast Seamen's Journal, W. Macarthur; Business Manager, Paul Scharrenberg; Banking Committee: Ed. Andersen, E. A. Erickson, W. Macarthur, P. Scharrenberg and R. Tunnell; Delegates to the San Francisco Labor Council: H. Durholt, E. Ellison, E. A. Erickson, M. Hunter, W. Macarthur, P. Scharrenberg, Chas. Taucer, J. V. Thompson, John H. Tonnesen and R. Tunnell.

Referendum No. 1, providing for the establishment of a Branch in British Columbia, was declared carried. Referendum No. 2, providing for an increase in the monthly dues, having failed to receive the required two-thirds majority, was declared defeated.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Jan. 6, 1908.

Shipping rather dull; prospects poor.

H. L. PETERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Jan. 6, 1908.

Shipping and prospects very poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 5, 1908.

Shipping and prospects poor.

W. MOLLER, Agent.

114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Jan. 6, 1908.

Shipping poor.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Jan. 6, 1908.

Shipping slack.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 5, 1908.

Shipping rather slack; prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 6, 1908.

Shipping fair during week; prospects poor.

HARRY COOK, Agent pro tem.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Dec. 30, 1907.

Situation quiet.

J. T. LIDDY, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 9, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull. The report of the Quarterly Finance Committee, finding stubs, books, cash on hand and in banks correct, was adopted.

EUGENE STEIDLE, Secretary.

51 Stuart St.

DIED.

Benjamin C. Phil. Eggers, No. 177, a native of Germany, aged 40, died at Oakland, Cal., on Jan. 8, 1908.

Carl Hermansen, No. 1247, a native of Norway, aged 44, died at San Francisco, Cal., on Jan. 8, 1908.

Edward Lepp, No. 571, a native of Russia, aged 37, drowned from the steamer Santa Rosa, at sea, on Jan. 7, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

List of Deaths on the Great Lakes During the Season of 1907

Name.	Number.	Place of Death.	Date.	Cause of Death.	Year of Birth.	Date of Admission.
Anderson, Chester	10,577	Lake Superior	Oct. 11, 1907	Drowned, Str. Cypress	1885	Sept., 1903.
Anderson, Robt. or Adolph	28	Chicago	Feb. 25, 1907	Pneumonia	1856	April, 1899.
Anderson, Ed.	42	Chicago	Dec. 20, 1907	Pneumonia	1859	Aug., 1898.
Rjorset, Thos.	18,238	Spokane, Wash.	Sept. 17, 1907	Typhoid fever	1882	April, 1907.
Bergstrom, Oscar	14,634	Chicago	Mar. 25, 1907	Pneumonia	1879	Sept., 1900.
Bly, Mike	13,768	Milwaukee	Jan. 26, 1907	Not given	1862	Dec., 1904.
Barron, Frank	11,177	Detroit	July 31, 1907	Killed by train	1886	Feb., 1904.
Berg, Ben	7,611	Chicago	Dec. 17, 1907	Pneumonia	1862	May, 1902.
Burns, Geo.	7,348	Bay City	May 11, 1907	Not given	1853	Sept., 1901.
Bishop, Wm.	4,518	Chicago	May 16, 1907	General debility	1853	June, 1900.
Beaker, Ed. A.	278	Cleveland	Aug. 23, 1907	Tuberculosis	1850	May, 1900.
Brooks, Jos.	3,483	Buffalo	June 3, 1907	Not given	1860	May, 1906.
Carlson, Victor	5,318	Cedar River	Oct. 22, 1907	Drowned	1862	May, 1901.
Cunningham, Wm.	17,221	Lake Superior	Oct. 11, 1907	Str. Cypress	1885	Oct., 1906.
Casey, Wm.	10,211	Buffalo	Sept. 5, 1907	Drowned	1867	June, 1903.
Cook, David S.	8,676	Lake Erie	May 15, 1907	Drowned; fell overboard from Str. Myron	1878	Aug., 1902.
Cody, Denis	5,992	Cleveland	Aug. 4, 1907	Drowned off Str. Argo	1878	June, 1901.
Christiansen, Andrew	735	Manitowoc	Jan. 10, 1907	Not given	1846	Sept., 1901.
Dwelle, Geo.	3,433	Lake Superior	Oct. 11, 1907	Str. Cypress	1884	Oct., 1901.
Dowell, Wm.	13,281	Cleveland	June 17, 1907	Spinal disease	1861	Sept., 1904.
Devlin, Jas.	10,072	Dunkirk	April 2, 1907	Killed by train	1869	July, 1903.
Delaney, Thos. F.	12,921	Milwaukee	June 2, 1907	Consumption	1869	Aug., 1904.
Dane, Will	10,800	Superior, Wis.	April 18, 1907	Crushed between Str. Parks and dock	1884	Aug., 1906.
Duby, Louis	8,157	Lake Superior	Sept. 21, 1907	Drowned, Str. Nimick	1854	Oct., 1905.
Delan, Jno.	3,363	Detroit	June 27, 1907	Consumption	1884	May, 1906.
Eisenbach, Frank	15,264	Lake Superior	Oct. 11, 1907	Drowned on Str. Cypress	1884	May, 1905.
Eberle, Chas. A.	12,275	Superior, Wis.	Jan. 22, 1907	Tumor	1869	Sept., 1899.
Ellefson, A. G.	15,375	Chicago	May 7, 1907	Cancer	1853	June, 1905.
Egan, Wm.	12,205	Cleveland	Mar. 2, 1907	Dropsy of heart	1844	Mar., 1900.
Edmonds, Fred	6,691	Milwaukee	April 4, 1907	Old age	1833	July, 1901.
Ennis, Edward	4,692	Cleveland	July 22, 1907	General debility	1841	Sept., 1900.
Flannigan, Jas.	17,016	Buffalo	Oct. 12, 1907	Not given	1869	Oct., 1906.
Fraser, Wm.	13,849	Detroit	May 9, 1907	Not given	1887	Mar., 1905.
Foster, Riley	4,313	Port Huron	Sept. 30, 1907	Not given	1856	April, 1900.
Fowler, Geo. J.	151	Bay City	Sept. 24, 1907	Drowned off Barge Ketchum	1882	April, 1906.
Fitzgerald, W.	7,101	Georgian Bay	Sept. 25, 1907	Drowned off Canadian Str. Alaska	1863	May, 1900.
Gasco, Jas. L.	16,539	Lake Superior	Sept. 21, 1907	Washed overboard from Str. Geo. Stone	1861	Aug., 1906.
Goetz, Jacob	13,296	Erie	July 11, 1907	Fell into hold of Str. Sonoma	1869	Sept., 1904.
Geiken, Levi E.	6,737	Ashtabula	August, 1906	Fell in Hospital	1881	Aug., 1903.
Goslyn, Jno.	3,386	New Baltimore or Detroit	Aug. 20, 1907	Not given	1881	Aug., 1903.
Gooden, Jos., Jr.	3,707	Ogdensburg	April 30, 1907	Not given	1882	April, 1903.
Gehring, Wm.	1,177	Chicago	June 15, 1907	Hemorrhage	1874	Feb., 1904.
Hall, Jno.	9,949	Erie	Sept. 27, 1907	Not given	1887	July, 1906.
Haas, Henry	16,383	Cleveland	Jan. 25, 1907	Not given	1885	Sept., 1906.
Hawkins, Jno.	13,787	Lake Michigan	Mar. 26, 1907	Died on board Str. Pere Marquette No. 16	1849	Jan., 1905.
Henn, Leo	8,977	Bay City	Aug. 5, 1907	Drowned	1884	Aug., 1902.
Hazen, Jess C.	7,233	Marine City	Sept. 16, 1907	Typhoid fever	1880	Mar., 1903.
Hillman, Henry	1,483	Lake Superior	Sept. 21, 1907	Drowned on Str. Nimick	1845	May, 1900.
Hamilton, Alex	276	Milwaukee	Sept. 9, 1907	Run over by street car	1849	May, 1901.
Johnson, Jno.	8,326	Lake Superior	Sept. 21, 1907	Drowned on Str. Nimick	1880	June, 1906.
Jones, Chas.	4,368	Cleveland	Sept. 2, 1907	Killed by train	1845	Oct., 1901.
Kent, Theson, J.	13,478	Saginaw Bay	Nov. 21, 1907	Washed overboard off Barre Jackson	1879	Oct., 1904.
Knutson, Knute	1,801	Chicago	Nov. 21, 1907	Killed while employed as iron worker	1877	May, 1902.
Kerrigan, Pat	21,108	So. Chicago	Oct. 4, 1907	Killed by falling off Str. Widener	1870	Sept., 1907.
Kude, Jno.	18,124	Kenosha, Wis.	Sept., 1907	Drowned off Str. H. A. Root	1888	April, 1907.
Kelly, Frank	17,249	Superior, Wis.	Sept. 9, 1907	Drowned	1884	Nov., 1906.
Kobel, Bert	1,044	Lake Huron	May 27, 1907	Washed off Str. M. A. Hanna	1884	June, 1904.
Kessler, Louis B.	8,860	So. Chicago	Mar. 9, 1907	Fell into hold of Str. E. Lyman Smith	1879	Aug., 1902.
Kjellberg, Alb.	7,727	Vicksburg, Miss.	Dec. 7, 1907	Killed on U. S. S. snagboat J. M. McComb	1878	Oct., 1905.
Lee, Alfred	13,729	Conneaut	Oct. 12, 1907	Fell into hold of Str. Str Wm. Fairhaim	1881	Nov., 1904.
Langdon, Pearl	2,487	Lake Erie	Sept. 6, 1907	Drowned off Str. Isaac L. Ellwood	1888	May, 1906.
Larsen, Thos.	1,966	Chicago	April 7, 1907	Heart failure	1850	May, 1894.
Leuricul, Fred	2,063	Milwaukee	April 12, 1907	Not given	1852	May, 1900.
Longyear, Geo.	340	Cleveland	April 29, 1907	Bright's Disease	1850	Oct., 1901.
Lawless, Frank	21,163	Detroit	Dec. 1, 1907	Not given	1879	Sept., 1907.
Labo, Peter	4,381	Detroit	Nov. 11, 1907	Not given	1853	June, 1900.
Mahon, Fred	11,167	Hamilton, Ont.	Nov. 12, 1907	Blood poison, from injuries rec'd on ship	1855	July, 1907.
Medek, C. J.	19,898	Chicago	Nov. 5, 1907	Street car accident	1880	Aug., 1906.
McConville, Barney	11,127	Lake Superior	Oct. 11, 1907	Drowned on Str. Cypress	1881	May, 1904.
Marquette, Henry	11,365	Lake Superior	Oct. 11, 1907	Drowned on Str. Cypress	1859	July, 1907.
Mendi, Wm.	20,077	Buffalo	July 11, 1907	Not given	1855	Mar., 1905.
Mullholland, Jno.	13,945	Ashtabula	May 28, 1907	Killed by train	1872	Oct., 1905.
McGravy, Jno.	8,464	Wayneport, N. Y.	August, 1907	Drowned in canal	1864	April, 1900.
Murdock, Norman	7,420	Port Huron	Jan. 9, 1907	Pneumonia	1862	April, 1901.
Madson, Chas.	5,394	Buffalo	May 18, 1907	Suffocated in hotel fire	1866	May, 1901.
Murphy, Geo. A.	5,156	Buffalo	Dec. 15, 1906	Pneumonia	1884	May, 1906.
McKinzie, Dan	4,546	Two Harbors	Sept. 5, 1907	Drowned off Str. Empire City	1844	July, 1900.
Mozett, Louis	4,192	Chicago	May 15, 1907	Consumption	1854	Aug., 1900.
Mason, Jos.	4,118	Detroit	Sept. 9, 1907	Consumption	1882	May, 1902.
McIntyre, Duncan	4,079	Detroit River	Oct. 13, 1907	Killed in wreck of Str. John W. Moore	1844	April, 1900.
McQuillan, Arthur	2,546	Cleveland	Jan. 19, 1907	Not given	1873	April, 1900.
Manion, Martin J.	2,263	Buffalo	Feb. 15, 1907	Paralysis	1867	Oct., 1898.
McKenzie, Duncan	2,185	Ft. Stanton, N. M.	June 9, 1907	Tuberculosis	1874	Sept., 1904.
Miller, Frank	1,177	Cleveland	Oct. 5, 1907	Heart disease and dropsy	1841	Sept., 1898.
Naville, Jno.	2,583	Buffalo	Aug. 14, 1907	Cancer of stomach	1886	May, 1905.
O'Boyle, Jno.	14,999	Muskegon, Mich.	Aug. 13, 1907	Drowned	1884	Aug., 1901.
O'Brien, Walter	7,158	Cleveland	Feb. 3, 1907	Bright's disease	1849	April, 1900.
O'Brien, Jno.	2,817	Chicago	Sept. 5, 1907	Marine Hospital; physician did not answer	1881	Nov., 1901.
Old, Lester W.	1,930	Detroit	Sept. 7, 1907	Killed by railroad	1871	May, 1905.
Peterson, Chas.	2,991	North Port Bay, L. Mich.	Oct. 11, 1907	Drowned off Sch. Allee	1860	Oct., 1902.
Peterson, Andrew	2,291	Milwaukee	Jan. 9, 1907	Not given	1877	Nov., 1899.
Peterson, Hans	283	Buffalo	July 31, 1907	Not given	1883	Sept., 1907.
Reed, Edward	2,848	Pt. Arthur, Texas	Oct. 27, 1907	Unknown	1887	May, 1905.
Reuterberg, Chas.	15,095	Lake Superior	Oct. 11, 1907	Drowned on Str. Cypress	1887	May, 1907.
Rivers, Edgar	18,504	Ogdensburg	June 26, 1907	Not given	1886	Feb., 1905.
Russell, Don	14,915	Mannsville, N. Y.	April 3, 1907	Endocarditis	1873	Aug., 1905.
Rho, Robt.	9,192	Chicago	Jan. 26, 1907	Spinal meningitis	1881	May, 1901.
Richards, Harry	5,335	Toledo	May 20, 1907	Suicide	1882	Sept., 1900.
Ryan, Robt.	4,586	Buffalo	Nov. 30, 1907	Not given	1843	July, 1906.
Riley, Wm.	3,235	Alpena, Mich.	Sept. 14, 1907	Dropsy; died aboard ship	1854	May, 1901.
Swan, Thos.	5,662	Escanaba	Oct. 20, 1907	Heart disease	1889	July, 1907.
Somerville, Lyle	19,890	Lake Superior	Oct. 11, 1907	Drowned on Str. Cypress	1885	April, 1905.
Schirmer, Henry	14,759	Tonawanda	July 9, 1907	Drowned	1860	Nov., 1904.
Sullivan, Tom	13,722	Cleveland	April 22, 1907	Heart failure	1862	Oct., 1904.
Shannon, Matt	13,404	Cleveland	Mar. 18, 1907	Pneumonia	1884	Sept., 1904.
Semon, Alfred	13,239	Buffalo	Sept. 5, 1907	Drowned	1856	June, 1904.
Smith, Jas.	4,741	Superior, Wis.	May 27, 1907	Not given	1851	Aug., 1903.
Sexton, Jno.	11,832	Chicago	Feb. 27, 1907	Consumption	1860	June, 1901.
Shaw, Joe	6,322	Cleveland	April 5, 1907	Asthma and disease of stomach	1882	May, 1906.
Thorn, Geo.	5,332	Lake Superior	Oct. 11, 1907	Drowned on Str. Cypress	1888	June, 1907.
Tuttle, Louis P.	19,483	Superior, Wis.	Sept. 23, 1907	Fell into hold of Str. Jno. Ericsson	1882	July, 1906.
Tomason, Tom	9,779	Brooklyn, N. Y.	May 1, 1907	Pneumonia	1855	April, 1901.
Tonnar, Jno.	5,519	Cleveland	July 1, 1907	Pneumonia	1873	May, 1900.
Tweed, Peter	3,746	Mainsberg, Pa.	June 9, 1907	Consumption	1866	April, 1907.
Terry, Arthur	2,526	Toronto, Ont.	Feb. 26, 1907	Killed by railroad	1885	June, 1907.
Welch, Clyde	19,552	Milwaukee	Sept. 12, 1907	Drowned off S. S. R. P. Flower	1880	June, 1905.
Williams, C. C.	15,925	Buffalo	May 31, 1907	Fell into hold of Str. Wallula	1885	May, 1905.
Wallace, Frank	15,663	Oakland, Calif.	Mar. 6, 1907	Railroad accident	1886	July, 1907.
Wordon, Jno.	2,390	Sandusky, O.	Aug. 17, 1907	Fell into hold of S. S. Jno. Harper	1876	April, 1902.
Westphall, Wm.	2,465	Buffalo	Sept. 19, 1907	Consumption		

Of the vessel loss during the season just closed, the loss of the Cypress in Lake Superior, October 11, 1907, heads the list in value as well as number of deaths. There was a total number of thirty-eight vessels, a total tonnage of 27,010, passed out of existence; of this total, all were freighters except one; the aggregate value was \$1,692,000, which sum does not include the losses paid by insurance companies in damage

cases; there were 447 casualties of all kinds reported to the Marine Insurance during 1907. In 1906, the total number was 534, and in 1905 the number was still larger, being 740. The Detroit and St. Clair Rivers lead, with 129 accidents; Lake Erie is second with 89; Lake Michigan with 73, and Lake Superior with 56 is fourth; Lake Huron, 36; St. Mary's River, 34, and Lake Ontario, 30. Causes were: Aground in harbors and chan-

nels, 113; stranded, 88; disabled, 101; collisions, 98; foundered, 19; fire, 28.

Of the total number of deaths of our members, beginning in 1900 and including 1907, 312 of the known causes out of 447 met violent deaths. There is a total of 173 cases where the cause of death is unknown, but the percentage shown by the 447 known causes will undoubtedly hold good in those cases as well. On that basis, over 70 per

cent of our members meet the "grim reaper" without warning, and of the 312 known violent deaths, over 62 per cent met death by drowning; of the 32 members drowned during 1907, the steamer Cypress drowned nine. Of natural causes, tuberculosis, or consumption, heads the list, with 47 deaths, brought on, undoubtedly, by exposure while on duty, and of the total number of 620 deaths during the life of this organization, only ten have died from old age. During the season of 1907 a total of one hundred and twenty of our members passed away.

The following table of benefits paid by the Lake Seamen's Union, beginning in 1900 and brought up to the last of 1907, may be of interest to thinking members:

Year	Benefits paid for Shipwreck	Death Benefits	Hospital and Tobacco	Total
1900	\$ 1,172.00	\$ 675.00	\$ 177.91	\$ 2,024.91
1901	471.50	970.00	292.52	1,734.02
1902	1,087.25	1,072.95	488.28	2,648.48
1903	1,566.10	2,415.87	904.68	4,886.65
1904	1,321.50	2,295.40	2,059.26	5,676.16
1905	4,290.55	2,438.00	2,061.61	8,790.16
1906	2,276.25	3,910.62	1,465.04	7,651.91
1907	923.00	4,655.75	1,310.91	6,889.66
Totals	\$13,108.15	\$18,433.59	\$8,760.21	\$40,301.95

It will be seen that death benefits lead, with \$18,433.59, shipwreck benefits are second, with \$13,108.15, and that the tobacco expense and hospital dues reach the surprising total of \$8,760.21, and the grand total of benefits paid reaches the surprising figure of \$40,301.95.

TOTAL NUMBER OF DEATHS.

Cause.	1900 to 1907.	During 1907.	Total.
Drowning	163	32	195
Killed by falling	66	9	75
Railroad accidents	16	7	23
Street-car accidents	1	2	3
Killed in shipyards	2	1	3
Murdered	5	1	6
Suicide	4	1	5
Burned	1	1	2
Unknown causes	148	25	173

Deaths from Natural Causes.

Cause.	1900 to 1907.	During 1907.	Total.
Consumption	38	9	47
Pneumonia	8	9	17
Typhoid Fever	10	2	12
Bright's Disease	..	2	2
Paralysis	..	1	1
Endocarditis	..	1	1
Stomach trouble	5	1	6
Heart Disease	8	6	14
Smallpox	2	..	2
Asphyxiation	2	..	2
Insanity	2	..	2
Blood Poison	2	1	3
Hemorrhage	3	1	4
Rupture	1	..	1
Eczema, Throat trouble	1	..	1
Cancer or Tumor	1	3	4
Cramps	1	..	1
Diabetes	1	..	1
Spinal Meningitis	1	2	3
Enteric Fever	1	..	1
General Debility or old age.	7	3	10
Grand Total	500	120	620

Respectfully submitted,

W. H. JENKINS.

About February 1 the bulk freighter building for Edward Mehi, of Erie, Pa., will be launched at the Wyandotte plant of the Detroit Shipbuilding Company. The vessel is 440 feet long and will carry about 7,500 tons.

The Reid Wrecking Company has been very successful in getting the coal out of the steamer Ferd Pabst, which is sunk in the rapids at Port Huron, having taken out over 2,000 tons.

Demand the union label on all products.

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Ellwood	Cummings
Gates	Walsh
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Poe	Iler
Morse	Whitney
Houghton	Parke
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Rensselaer	Allen
Malietoa	Humble
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Van Hise	Watson
Murphy	Bowen
Shaw	Culp
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(Lake District International Seamen's Union of America.)

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Telephone Bell 2762.	

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Telephone, Old Phone, 4428 L.	
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FT. WILLIAM, ONT., CANADA	Box 235
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ABOLITION OF FISH TRAPS.

(Continued from Page 2.)

ber may reach the spawning grounds, or it may be artificial propagation, the turning out of such large numbers of fry that the fish destroyed by the canners will not be missed (p. 17).

"The recommendations of the present commission are on the basis of maintaining a continuous industry. The Government should not permit private citizens or corporations to destroy future industries for the sake of present gains (p. 18).

"It is evident to anyone acquainted with the conditions in Bristol Bay that the operation of traps is in nowise essential to the profitable continuance of the industry (p. 22).

"The gill nets in use for red salmon have almost universally a mesh of 6-8 inches. This permits the escape of the smaller fish, and as a very large proportion of the smaller individuals of a run are females, the latter by the gill net method, are permitted to reach the spawning grounds in relatively large numbers. Traps, however, take all the fish that come to them. It is well known that trap fish are smaller than gill net fish. Twelve and a half or thirteen of the gill net fish make a case of canned salmon, while it may require twenty or more trap fish to produce the same amount of merchantable fish. The traps are therefore wasteful, as they take fish of the least value commercially and the highest value for purposes of propagation. This source of waste, while important, is probably outweighed by the results of wasteful methods of operation, from which the use of traps cannot be efficiently guarded. This subject must be reserved for a more detailed report (p. 22).

"Considered from a standpoint of a mere conservation of the fisheries, there can be no question that the taking of fish by gill nets in Bristol Bay should be preferred, and the use of traps and other fixed contrivances should be prohibited (p. 22).

"Only during the last few years has the salmon industry in Bristol Bay reached large proportions. This growth has been partly due, no doubt, to the withdrawal of capital from southeastern Alaska, where fisheries have been extensively depleted by wasteful and harmful methods of fishing (p. 22).

"The demands now made on the fish supply in Bristol Bay are already very heavy. There are grounds for fearing that the limits of safety have already been passed, and that the continuance of the fisheries on the present scale, and with their present methods, will result eventually in a marked diminution of the supply. There are good reasons, furthermore, for the assurance that the fisheries have not reached their maximum development, and that each year heavier toll will be exacted of the fish on their way to the spawning grounds. Even now, during comparatively slack seasons, these grounds are sparsely populated. A visit during 1903 to the principal spawning grounds of the Nushagak, the largest and the most important of the Bristol Bay rivers, shows them to be comparatively deserted. Whereas, at the time of our visit many thousands of spawning fish should have been swarming in the lakes and crowding the tributary streams, only a few hundred could be found as the result of a most careful census (pp. 22, 23).

"A wise administration of the fisheries will permit the taking of the largest number of fish compatible with the maintenance of the supply, and will permit their capture by the cheapest method which is not wasteful.

"The recent history of traps in this district has shown a constant movement out of the estuaries into the upper rivers, nearer and nearer to the immediate spawning grounds of the salmon (p. 23).

"Bad as are the present conditions there are reasons for believing that they will grow rapidly worse. Such cannery superintendents even as most heartily deprecate the folly of the present system find themselves compelled by fierce competition to permit no advantage, however slight, to their competitors (p. 24).

"The problems of the use of traps in the large streams and their estuaries is a most difficult one. If we are to consider the ultimate interests of Alaska and the permanence of her salmon fisheries, no traps should be allowed anywhere. They are most harmful, where most successful, especially in the flowing streams" (p. 29).

Mr. John N. Cobb, Assistant U. S. Fishery Agent, in his report for 1906, says:

"The number of persons employed in the fisheries of Alaska in 1906 was 12,357, of whom 4,542 were engaged directly in fishing, 7,246 in the canneries, salteries and at other shore work, and 569 employed on the transporting vessels. This total is a gain of over 800 over the number employed in 1905."

Speaking about his investigations in conditions in the lakes where the salmon spawn, he says:

"At several places along the lake shore were racks which had been used in previous seasons for drying salmon, and at each of these spots close observation was made for signs of salmon. Only about a dozen in all were seen, however. It is possible, but hardly probable, that the greater part of them were in the deep waters of the lake at this time. During August and September some of the Indians from the Nushagak visit this lake and catch and dry spawning salmon and use them as food for their dogs during the winter. Inquiry of the Indians in the settle-

ment at the foot of the lake developed the fact that the greater part of the season's run had passed up between the 10th and 15th of July. As a whole, they considered the season a very meager one, and were considerably exercised over the poor outlook of a winter's supply of food.

"Comparison of pack of 1905 and 1906: The following table is a comparison of the pack of 1905 and 1906. The latter year exceeded by 339,022 cases and \$1,591,721 the pack of 1905. A most notable feature of this table is the large increase in the quantity of the cheaper grades of salmon packed. In 1905 there were packed 41,972 cases of dog, or chump, salmon, valued at \$113,056, while in 1906 254,812 cases were packed, valued at \$730,235, an increase in quantity of 212,840 cases, and in value of \$616,179. The pack of humpbacks, or pink salmon, increased from 168,597 cases, valued at \$498,194, in 1905, to 349,767 cases, valued at \$1,046,951 in 1906, a gain of 181,170 cases and \$548,757. The pack of cohoes also increased—42,833 cases and \$166,234. As compared with 1905 the pack of sockeye salmon in 1906 shows a decrease of 86,613 cases, but an increase in value of \$285,328. The pack of king salmon dropped off slightly, for reasons noted elsewhere."

On page 43, making his recommendations, he says:

"That Wood river be closed to commercial fishing, and that a salmon hatchery be established on the chain of lakes at its head.

"This stream is in the Nushagak region, the principal thoroughfare of the red salmon to their spawning beds, and the fishing methods practiced in it are the source of much complaint. The fish traps seem to be the most important part contributing to the poor run of red salmon in 1906, and many complainants urge that such apparatus be prohibited altogether. The canneries would unquestionably be benefited by the closing of the stream. By far the greater quantity of the fish they handle come from Nushagak Bay, and a good run there overtaxes the canneries' capacity. The fish in Wood river then have to be released, as in 1905. When on the other hand there is a poor run in the bay there is necessarily a poor run in the river, and this is the time when it is essential that the few fish that do escape the bay nets be allowed unobstructed passage up the river. With the possible exception of one firm, it is believed that the canneries on the Nushagak would welcome the closing of Wood river to all commercial fishing. But three, moreover, of the eight firms in the region, have traps in the river, at present, all of them doing by far the greater part of their fishing in the bay. Thus the closing of the river for a term of years would be but a temporary inconvenience, at most, to any of the firms, and such inconvenience would be more than counterbalanced by the results of allowing the red salmon access to their spawning beds. Without some such measure as this, it is probable that the other canneries, for self-preservation, will place traps in the river, and thus completely obstruct the already impeded passage. The river has stood the strain thus far, but the past season's run points to the necessity for precaution."

Mr. L. O. Belland, who in 1890 built the first fish trap in Wood river, who has fished them in the capacity of trap-boss in the Wood and Nushagak rivers for nine years, when recently seen at Astoria, Oregon, stated:

"As contracts with gillnetters call for limit of 1200 fish per day per boat, fish are retained in traps for emergency, often dying by the tens of thousands. A good run as a rule continues two weeks. When fish commence to die in the traps they are thrown out, giving opportunity to the traps to fill up with fresh fish. When fish are held in the trap for four days, they are so injured that they never reach the lake any more, hence are useless for spawning purposes.

"As the best gill net fishing grounds are around Coffee Point and up," he further stated, "where during storms gill net boats cannot fish, if traps were not permitted in the Nushagak, many fish would have the opportunity to pass the danger point and reach the spawning lakes. Traps now located in this vicinity fish in all kinds of weather. If the storm lasts several days, the heavy surf, especially at low tide, kills the fish in the traps and they are then wasted, because in about twelve hours fish kept in water cannot be canned.

"I visited, in 1906, the lake from which Wood river springs, and found there no spawning fish, which is absolute proof that the river is overfished and that for such overfishing all will have to pay dearly in the near future. We feel the decrease of the red salmon, but in a few years it will be much worse."

He also said: "King salmon, humpbacks, silversides and dog salmon do not as much as the red salmon hug the shores. For some reason they do not enter Wood river, using the main Nushagak to reach their spawning grounds. Now the Nushagak from Wood river and up has muddy water, and though experiments to erect traps in the upper Nushagak have been made they turned out failures, as a trap to do really successful fishing must have clear water, otherwise the leads do not lead the fish into the pot, where the fish are corralled.

"The results are, that while the red salmon are decreasing, the other kind of salmon ascending Nushagak, and largely caught by the gill net method, are as plentiful as ever. This is further evidence that the traps in the Nushagak and

(Continued on Page 11.)

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Harold Olsen is requested to send his address to his brother, G. I. Olsen, 1069 Hampshire St., San Francisco. The latter wishes to communicate with the former on matters of importance.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienerantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannon Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

ABOLITION OF FISH TRAPS.

(Continued from Page 10.)

Wood rivers are the cause for the decrease of our red salmon."

Arguments and data no doubt will be presented, with the purpose to show that our Alaska salmon has really not decreased. The value of our annual pack will be quoted, number of pounds yearly caught will be stated. But there is no getting away from the fact that our red salmon, the superior grade of our Alaska salmon, is diminishing; that we have not yet felt the full force of our destructive policy, because the young salmon returns only after four years of ocean travel to the spawning grounds. It is also evident that yearly more and more expensive and perfected methods of catching salmon are applied. Market fluctuations in the price of salmon raising and lowering the total value of our salmon, irrespective of numbers caught, easily explain the money value of a year's catch.

Arguments no doubt will also be made that given enough hatcheries the salmon supply can be kept up. While it no doubt is true that in some parts of Alaska in spite of overfishing, hatcheries are keeping up the supply, the conditions in the Wood and Nushagak rivers are similar to those of our salmon rivers of Washington, Oregon and California, where hatcheries and closed seasons were useless until all stationary fishing appliances were abolished and fishing stopped at tide-water, for hatcheries must have fish to get spawn to hatch young salmon. The traps in the Wood and Nushagak rivers catch their quota of fish necessary for propagation purposes.

Dr. David Starr Jordan, who as stated, was at the head of the Commission of 1903, is still a strong advocate for the abolition of fish traps in Wood and Nushagak rivers, as the following letter shows:

"Stanford University, Cal., Oct. 23, 1907.

Mr. I. N. Hylen, 93 Steuart street, San Francisco, Cal.

Dear Sir:—I am to be in San Francisco on Saturday forenoon, say from ten or eleven until twelve o'clock. I will take pleasure in calling on you at 93 Steuart street. As I have repeatedly said, I believe that the interests of the fisheries demand the removal of all stationary traps and pounds.

Very truly yours,

(Signed) DAVID S. JORDAN,
President."

President Roosevelt, in his recent annual message to Congress, says:

"One of the greatest industries of Alaska, as of Puget Sound and the Columbia, is salmon fishing. Gradually, by reason of lack of proper laws, this industry is being ruined; it should now be taken in charge, and effectively protected, by the United States Government."

Thus in support of our petition for the cessation of fishing the Wood river and the prohibition of traps in Nushagak we have the experience and actions of Canada and of our Pacific Coast States. The necessity of such protective measures is also presented in extracts from reports of Government commissions. President Roosevelt demands protection of our salmon.

The law of 1906 gives you, Mr. Secretary, the power to protect and save our Alaska salmon. We ask you to exercise this power, thereby preserving the calling of thousands of workers, preserving a great food supply for this and future generations, and also serving notice to reckless exploiters of our natural resources that such exploitation must cease. We are,

Very respectfully yours,

(Signed) I. N. HYLEN,
Secretary Alaska Fishermen's Union.

(Signed) ED. ROSENBERG,
Secretary United Fishermen of the Pacific.

The Alaska Packers' Association and the Portland Packers' Association opposed the closing of Wood river or any other restriction to fishing, and were represented at the hearing by Mr. C. W. Dorr, Vice-President of the Alaska Packers' Association; P. H. Johnson, Superintendent of the Alaska Packers' Association canneries on the Nushagak River, Alaska, and Mr. Warren, Jr., of Portland, Oregon, representing the Portland Packers' Association.

Mr. Dorr proved that the United States Geodetic Survey placed the mouth of the Nushagak River at the confluence with the Wood River. The fishermen heretofore had believed that the boundaries of the Nushagak River extended to Coffee Point and Ekuk Point. Thus the law limiting the Secretary's jurisdiction and the survey limiting the mouth of Nushagak, prevented action, except by Congress, against the traps located in what is now called Nushagak Bay.

The case before the Secretary thus resolved itself into prohibiting all fishing for commercial purposes in the Wood River and the Nushagak River proper.

Mr. Dorr made a splendid appeal for delay in action on the question as a whole; but with the practical knowledge of real fishermen and trappers present, expressing their views in a most graphic way, as Secretary Straus put it, together with reports of David Starr Jordan, President of the Leland Stanford, Jr., University, Captain Moser and others, as will be found in our brief, filed with Secretary Straus, and the invaluable assistance rendered us in this hearing by United

States Senators Fulton, of Oregon, Piles, of Washington, Knudt Nelson of Minnesota, and Mr. Thomas Cale, Delegate to Congress from Alaska, Mr. Dorr, with all of his oratorical ability, failed in gaining for the Association, which he represented, the ruling desired.

After a hearing lasting two days we felt satisfied that our argument would give us a favorable decision, but in order to leave no stone unturned to gain our point, accompanied by Senator Fulton and Mr. Cale, Belland, Rosenberg and myself on the following day laid our case before President Roosevelt, who, after hearing us, expressed himself to the effect that all fishing for commercial purposes in Wood River should be stopped, unless incontrovertible evidence against such closing were introduced.

Believing that we then had done all that possibly could be done, we rested on our oars, awaiting patiently the decision on the question, which was issued December 21, as follows:

Department of Commerce and Labor,
Bureau of Fisheries,

Washington, Dec. 21, 1907.

Mr. I. N. Hylen, Secretary Alaska Fishermen's Union, 93 Steuart street, San Francisco, Cal.
Sir:—Your attention is invited to the following order:

Washington, December 19, 1907.

To All Whom It May Concern:

A hearing having been given at the Department of Commerce and Labor, beginning December 16, 1907, at which all persons interested in the closing or non-closing of Wood and Nushagak rivers, Alaska, for fishing purposes were fully heard, due notice of which was given according to law, by virtue of the authority vested in me by Section 6 of "An Act for the Protection and Regulation of the Fisheries of Alaska," approved June 26, 1906, it is hereby ordered that until further notice Wood River, a tributary of Nushagak Bay, in the District of Alaska, and the region within 500 yards of the mouth of said Wood River, be closed to all commercial fishing, and that all commercial fishing be prohibited in Nushagak River proper.

This order becomes effective January 1, 1908.

(Signed) OSCAR S. STRAUS,
Secretary.

It is requested that you acquaint all the members of your organization with the terms of this order.

Respectfully,
(Signed) GEORGE BOWERS,
Commissioner.

The decision, while not as far-reaching as we desired, marks the turning point in the salmon industry of Alaska. We have commenced to protect an industry which yearly employs 15,000 men, and which involves a yearly valuation of about \$8,000,000.

The importance of the decision lies in establishing the fact that fish-traps are destructive to the salmon industry.

We hope this will also aid the work at present undertaken by the United Fishermen of the Pacific, in securing joint legislation by the States of Oregon and Washington for the abolition of all fish-wheels in the Columbia River. Fish-wheels, as operated in the narrows of the upper Columbia River, are unquestionably the most ingenious invention ever concocted by the human mind for the total destruction of the famous Columbia River salmon, and the citizens of these two States should rise to a man against their use.

The International Seamen's Union of America, in its convention held at Chicago, Ill., December 2-11, unanimously voted \$500 for the purpose of legislation against fish-wheels, and later the Fishermen's Co-operative Packing Company, of Astoria, Oregon, put up \$1,000 for the same purpose, thus proving their sincerity of feeling against this most condemnable method of salmon killing.

With this backing financially, as well as morally, and with Ed. Rosenberg, Secretary-Treasurer of the United Fishermen of the Pacific, at the head of this move, we feel that the dawn of the fisherman's right to earn his living at his accustomed calling is about to be realized.

Respectfully submitted,

I. N. HYLEN,
Secretary Alaska Fishermen's Union, 93 Steuart street, San Francisco, Cal.
January 10, 1908.

ITALIAN EMIGRATION.

During the first six months of 1907 the total emigration from Italy amounted to 452,328 souls, of whom 195,198 went to other European countries and countries in the Mediterranean basin, and 257,130 crossed to transoceanic countries. For the same period of 1906 the total movement was 458,613, of whom 172,510 went in the first category and 286,103 in the second. There was a greater degree of emigration during this period from the northern provinces, and a decrease from Sicily, Calabria, and other districts in the south.

TUBERCULOSIS ON SHIPBOARD.

The increase of tuberculosis in the Navy has been deplorable, says American Medicine (Philadelphia, November), but in the old sailing-ships it was practically unknown, although the sailors were badly treated, much overcrowded in the dark, ill-ventilated lower decks, had bad food, and were not so carefully selected as now. It goes on to say:

"The more the conditions are improved the worse the disease becomes, but the explanation is evident. The effect of all the improvements seems to be ruined by the steam heat which is introduced throughout the ship. The old-style sailor, breathing cold air, and never living in heated rooms, was apparently so vigorous from this cause that he was not injured to a great degree by any of the factors usually considered harmful. Of course he had other diseases, and epidemics of ship fever were now and then dreadful, but the cold air prevented tuberculosis. The same phenomenon has been observed in farmer families who become prosperous, build modern overheated and overlighted houses, and then battle with diseases unknown when they lived in the old drafty cold loghouse. In other words, cold is not only curative, but preventive. It may be the only factor needed in the early stages when incipency is merely suspected. The old life of the sailor was formerly regarded as a curative. Suspected cases were sent on a long sea voyage for that purpose, but they promptly get worse in the hot, modern ship."

ENGLISH DEBT PENALTIES.

Consul F. W. Mahin, in a report from Nottingham, says that imprisonment for debt was nominally abolished in England many years ago, but, paradoxically, the actual number of cases of imprisonment has since annually increased—faster than the population. He continues:

Much more judicial option is possible than formerly was the case, and is exercised under the existing law. A debtor against whom judgment is rendered, may be summarily required to pay before a given date on penalty of imprisonment. This power of committal resides in the judge of the court. Some judges exercise it much more freely than others. In Nottingham County imprisonment for debt is rare. In other populous court districts with much court business the cases of imprisonment do not exceed fifty a year, while in some less populous districts with less court business the number reaches 500 a year. But it would seem that, on the whole, the indulgence shown to delinquent debtors is steadily decreasing, for the cases of imprisonment in the country have decennially increased as follows under the existing law: In 1876, 4,228; 1886, 5,486; 1896, 8,190; 1906, 11,986.

Technically the imprisonment is for contempt of court. The judge orders the debtor to pay before a given day, failing which he may be jailed for contempt, not exceeding forty days, however, in any case, and he is released at once if he pays in the meantime.

The old house in North street, New Rochelle, formerly the home of Thomas Paine, author of "The Age of Reason," has just been sold for \$100, and it is reported that the purchasers will dismantle it and use it for firewood. The house is nearly 200 years old.

World's Workers.

A first consignment of immigrant domestic servants left London for Sydney, Australia, recently.

The number of British paupers relieved on one day in November, 1907, corresponded to a rate of 216 per 10,000 of the estimated population.

The native wage earners in Japan are now vigorously demonstrating against the importation of Chinese coolies into the land of the chrysanthemum.

Sydney (Australia) tailoresses are about to prosecute a number of employers, who have defied law and order by violating the terms of the Arbitration Court award.

For paying less than the minimum wage laid down by an Arbitration Court award, a firm of undertakers in Sydney, Australia, were fined 21s. and 40s. costs, recently.

New Zealand Laborites have established at Dunedin a Labor Church, which only concerns itself about social and ethical problems, leaving out theological creeds and sectarian dogmas.

According to official calculations, the number of persons now out of work in Berlin, Germany, aggregates 30,000, more than 20,000 of whom either belong to unions or have some trade or other regular occupation.

Melbourne (Australia) bricklayers have won their fight for close unionism. The foreman who refused to pay his union contributions, after reconsidering his position, paid them, likewise a union fine of £5, and all are now at work as busy as bees.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during November, 1907, was 280, an increase of 1 as compared with the previous month, and of 24 as compared with November, 1906.

The total number of cases of poisoning and of anthrax reported to the Home Office under the Factory and Workshops Act during November was 68, there being 65 cases of lead poisoning and 3 of anthrax. There were also two deaths, one due to lead poisoning and the other to anthrax.

A number of young women telegraphists in Denmark recently went on strike, demanding higher salaries, and to be treated on equal terms with the men. The Government conceded the terms on condition that they did the same work as the men. This was accepted, and now several of the young women are employed at climbing telegraph poles to repair broken wires.

The Austrian Supreme Court has decided that a strike is a criminal offense. An employer sued sixteen strikers for \$750 for losses arising from the stopping of his factory. Two lower courts held that a strike constituted a breach of contract punishable under the criminal law and this decision has now been affirmed by the Supreme Court.

The net effect of all the changes in British wages reported in November, 1907, was an increase of £10,665 per week, as compared with an increase of £4,823 per week in October, 1907, and one of £3,580 per week in November, 1906. The number of workpeople affected was 284,258, of whom 280,758 received advances amounting to £10,769 per week, and 3,500 sustained decreases amounting to £104 per week. The total number affected by changes in the preceding month was 68,765, and in November, 1906, 159,939.

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INFORMATION WANTED.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Lewis, or Louis, Albion, sailing on the Pacific Coast as master-mariner for a number of years, and supposed to have died in 1898 at about the age of 80, is inquired for. Any one having any information regarding the above please communicate with Coast Seamen's Journal.

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Wold, J. J.
Waldroth, C.
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H.
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Pt. Townsend Letter List.

Enchom, Carl R.

Eliassen, C. E.

Evans, Stanley

Grew, Jorgen

Heine, C.

Helms, William

Hartman, Karl

Knopff, Fritz

Larsen, Anton

Larsen, L. K.

McLennan, Donald

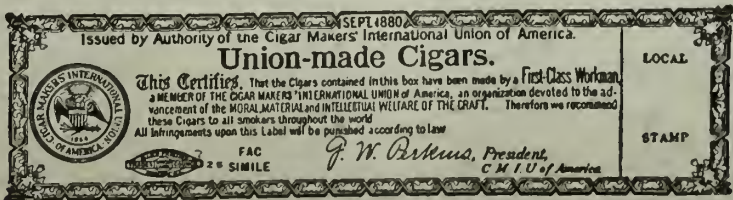
Olsen, Alfred

Stachenssen, C

Syvertsen, Syvaret

Sande, Anton

Tugland, Karl

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246 Summer Street, Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**News from Abroad.**It is announced in Paris that prep-
arations are being made to finance
another Russian loan.It is predicted in Portugal that bet-
ter government will result from the
recent political crisis.Among the latest reports in France
of the American financial trouble is
the ruin which suddenly threatens the
Calais lace industry.The agitation in China for "state's
rights" has become so alarming that
the Dowager Empress has suppressed
all public meetings in Peking.A storm recently occurred on the
English Channel along the west coast
of Europe and on the North African
coast, and many fishing boats have
been lost.At a special sitting on December
29, the French Senate passed the
budget, the estimates of which amount
to \$770,800,000, an increase of \$4,000,-
000 over those of 1907.The discovery of a revolutionary
plot among the officers in command
of the artillery at the Warsaw (Po-
land) fortress has led to the imprison-
ment of seven officers.The will of Baroness Adolphe de
Rothschild, who died on November 18
last, donated over \$1,600,000 to char-
ity, only one-fourth of this specifically
for the relief of Israelites.Japan's monopolistic attitude in
Manchuria is shown by the necessity
of Russia cutting expenses on the
Chinese Eastern Railway, as Japan
has been slowly strangling it.In consequence of bomb outrages
by local anarchists, King Alfonso has
signed a decree provisionally suspend-
ing a portion of the constitutional
guarantees in Barcelona, Spain.Rioters at Kia Hsing-Fu, in the
Province of Che-Kiang, China, have
burned the Protestant chapel and
school. The official residence of the
local magistrate was also destroyed.The Transvaal yield of gold for the
month of December makes a new
record. The output was 583,525
ounces, which is 28,499 ounces over
the previous highest yield for a
month.News has been received at Rome of
serious trouble in Italian Somaliland,
on the east coast of Africa, which has
resulted in pitched battles between the
Italian forces there and the Abyssin-
ians.Announcement was made on Janu-
ary 1 by the H. C. Frick Coke Com-
pany of decrease in wages affect-
ing all of its coke plants in the Union-
town (Pa.) region. The decrease is
about 7½ per cent.The American Embassy at Constan-
tinople has received from the Sultan
three small silk carpets and one large
woolen carpet from his private factory
at Hereke. They were presented by
the Sultan to President Roosevelt.The notorious Harden-Von Moltke
libel trial came to an end at Berlin,
Germany, on January 3, when the ac-
cused editor of Die Zukunft was
sentenced to four months' imprison-
ment, and to pay the entire costs of
both the present and the former trial.Count Zeppelin proposes to build
an airship to carry 100 persons. He
calculates that it will only be neces-
sary to build it twenty-six feet longer
than his latest airship, which is 137
feet long and which carried eleven
persons in addition to 3300 pounds of
ballast. Experts believe that the
Count will succeed in his undertak-
ing.

Home News.

Curtis Guild, Jr., was inaugurated on January 2 for a third term as Governor of Massachusetts.

A contract for \$1,000,000 worth of construction on the new Denver and Northwestern Railroad has been let to an Omaha firm.

United States Senator Perkins has introduced a bill in Congress for the retirement on pensions of superannuated civil service clerks.

Senator William B. Allison of Iowa, chairman of the Committee on Appropriations, favors action by Congress looking to the care and support of ex-Presidents of the United States.

Representations have been made to Japan by Ambassador O'Brien which almost amount to charging Japan with bad faith in the administration of the regulations governing the emigration of laborers.

A total of fifty-five men reported for duty on January 9 when the city of Chicago took up its share in relieving the distress among the unemployed by setting them at work cleaning the streets.

The Union Pacific and Burlington railroads will take porters off chair cars and do away with flagmen on some of their passenger trains. It was stated that this reduction is made as a matter of retrenchment.

Because of changed conditions from those existing in 1905 it is now admitted in responsible quarters that the estimate for building the Panama Canal was far too low and that the cost may approximate \$200,000,000.

Controller Metz, in a review of the growth of New York City in the ten years since consolidation, said that the assessed valuation of real estate owned by the people had advanced from \$2,532,416,819 in 1898 to \$6,240,480,602 in 1907.

Scarcity of teachers, which is crippling public school work in the larger cities throughout the country, made itself felt in Chicago recently, when the pupils in no less than thirty-three rooms at elementary schools in various parts of the city were dismissed because of the lack of teachers.

A bill reducing the regular army after the first day of December, 1908, to 35,000 men, 10,000 of whom shall constitute an artillery force for coast defense, was introduced in Congress on January 6 by Representative Williams. The standing army as now composed embraces 40,000 odd officers and men.

President W. W. Finlay, of the Southern Railway, has given out an official statement announcing a voluntary reduction in passenger rates in South Carolina, to be kept in effect for twelve months, to ascertain whether they are confiscatory or unreasonably low for the service rendered.

The estimated population of Continental United States in 1905 and 1906, according to a Census bulletin, was 82,574,195 and 83,941,510, respectively. Including Alaska and the Insular possessions, the population of the United States in 1906 was 93,182,240. The increase in population from 1900 to 1905 was 6,579,620.

At a meeting in Nashville, Tenn., recently, the Frank Cheatham Bivouac, United Confederate Veterans, adopted a resolution requesting Southern representatives in Congress to do everything possible in their power to defeat the proposed pensioning of Confederate soldiers by the Government.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aaltonen, R.	Anderson, F.	Blecha, Alfons	Christensen, Mads
Abolin, Adam	Anderson, A. C.	Blindheim, O. C.	Christensen, Chr.
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Alhqvist, F.	Anderson, Carl E.	Boles, Wm.	Christensen, H. J.
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Andersen, Bernhardt	Anderson, -1520	Bourbigous, L.	Christensen, H. J.
Andersen, Oscar J.	Anderson, Emil	Bower, Gus.	Christensen, H. J.
Andersen, A.	Anderson, Frank	Brander, Oscar	Christensen, H. J.
Andersen, G.	Andreasen, F.	Brandt, Fred	Christensen, H. J.
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Andersen, O. E.	Andreasen, -1520	Bregler, Fritz	Christensen, H. J.
Andersen, Johannes	Andreasen, -1156	Brinker, Fred J.	Christensen, H. J.
Andersen, Gerhard	Andreasen, -1136	Brose, R.	Christensen, H. J.
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Andersen, -1420	Arnesen, Isak	Bruhne, Heinrich	Christensen, H. J.
Andersen, -991	Aspen, Knut	Brumlinger, P.	Christensen, H. J.
Anderson, Viktor	Axelsen, Karl	Buass, Thos.	Christensen, H. J.
Bade, Alex		Bugge, Ed.	Christensen, H. J.
Bagott, R.		Burgwardt, R.	Christensen, H. J.
Ballhorn, Chr. N.		Burke, James	Christensen, H. J.
Barney, Harry		Burkhard, Geo.	Christensen, H. J.
Basberg, H.		Burmeister, S.	Christensen, H. J.
Bauman, Ernest		Burns, F. B.	Christensen, H. J.
Beansang, Eugene			Christensen, H. J.
Beer, Franklin H.			Christensen, H. J.
Beling, O.			Christensen, H. J.
Belinz, Oscar			Christensen, H. J.
Bengtsson, J.			Christensen, H. J.
Benson, Ole			Christensen, H. J.
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Berentsen, Oskar			Christensen, H. J.
Bergquist, -1395			Christensen, H. J.
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Bjork, Algot			Christensen, H. J.
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Black, -1539			Christensen, H. J.
Black, John			Christensen, H. J.
Cain, Fred D.			Christensen, H. J.
Caldin, Chas.			Christensen, H. J.
Cameron, H.			Christensen, H. J.
Campbell, F. A.			Christensen, H. J.
Carlsen, Hans			Christensen, H. J.
Carlson, Edw.			Christensen, H. J.
Carlson, Conrad			Christensen, H. J.
Carlson, A.			Christensen, H. J.
Carlson, M. A.			Christensen, H. J.
Carlsson, G. A.			Christensen, H. J.
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Carron, Eddie			Christensen, H. J.
Casson, H.			Christensen, H. J.
Castro, Lucas			Christensen, H. J.
Chambers, A. G.			Christensen, H. J.
Christensen-1065			Christensen, H. J.
Christensen, John			Christensen, H. J.
Ladie, Paul			Christensen, H. J.
Daly, John O.			Christensen, H. J.
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Dapilbeck, John			Christensen, H. J.
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Debreitt, Lewis E.			Christensen, H. J.
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Eckert, Fr.			Christensen, H. J.
Edler, Carl			Christensen, H. J.
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Ellen, Fred			Christensen, H. J.
Farley, Wm. T.			Christensen, H. J.
Fasig, Dow			Christensen, H. J.
Fasse, Johan			Christensen, H. J.
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Fiedler, Max			Christensen, H. J.
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Follis, George			Christensen, H. J.
Foss, L. Lanritz			Christensen, H. J.
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Frandsen, Niels			Christensen, H. J.
Gad, Sophus			Christensen, H. J.
Gahling, Karl			Christensen, H. J.
Gahmeyer, H. R.			Christensen, H. J.
Gartz, Wm.			Christensen, H. J.
Geensen, J.			Christensen, H. J.
Gerhard, P.			Christensen, H. J.
Gillholm, Albin			Christensen, H. J.
Gjerlow, Ing.			Christensen, H. J.
Granert, Johan			Christensen, H. J.
Ilaagensen, M.			Christensen, H. J.
Haakonson, H.			Christensen, H. J.
Haist, John			Christensen, H. J.
Haldersen, Herman			Christensen, H. J.
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Jager, Knut A.			Christensen, H. J.
Jansen, Fred			Christensen, H. J.
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Janssen, K.			Christensen, H. J.
Jarvie, W.			Christensen, H. J.
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Jensen, Johan A.			Christensen, H. J.
Jensen, -1733			Christensen, H. J.
Jensen, -1432			Christensen, H. J.

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Kane, G.	Kittelsen, Chr. Th.	Kittelsen, Chr. Th.	Shanz, Jack
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Kavel, Johan	Krogstad, Eugen	Krogstad, Eugen	Skotol, A.
Kelley, James	Kruger, W.	Kruger, W.	Stammmer, Alfred
Kenniston, F. R.	Kruze, Edward	Kruze, Edward	Slattery, Wm.
Kiel, P.	Kuhlberg, A.	Kuhlberg, A.	Smith, -2023
Kinlock, Wm.	Kuson, Paul	Kuson, Paul	Smith, -2126
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Lange, Fritz	Liljestrom, G.	Liljestrom, G.	Tauson, R.
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Lanz, Gus	Linder, Bartel	Linder, Bartel	Torvig, Olaf
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Larsen, Martin	Lindholm, Arvid	Lindholm, Arvid	Thomson, Carl
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Larsen, -1290	Long, Harry	Long, Harry	Thoresen, Th.
Larsen, -1345	Long, Tudor E.	Long, Tudor E.	Urn, Johan
Larsen, John	Lorenz, C. L.	Lorenz, C. L.	Van Galen, Last
Larsen, Ingvald	Losada, Joseph	Losada, Joseph	Verdick, C.
Larsen, Lowrits	Luckmann, Ewald	Luckmann, Ewald	Verminden, D.
Larsen, Thorwald	Lund, H. K.	Lund, H. K.	Werner, Paul
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Laws, Harry	Lundblad, Ernst	Lundblad, Ernst	Vetterlein, R.
Lee, H. W.	Lundquist, Erik	Lundquist, Erik	Wahlberg, Arvid
Lejeon, Harry	Lundin, A.	Lundin, A.	Walstrom, A. L.
Lejsten, J. O.	Lynd-1079	Lynd-1079	Walton, Henry
Levsen, R. J.	Lysoe, H.	Lysoe, H.	Watts, E.
Lewald, Harry	Maar, Rudolf	Maar, Rudolf	Wells, G. A.
Maar, Rudolf	Mackrodt, Joun	Mackrodt, Joun	West, Wm.
Mackrodt, Joun	Madsen, Olaf	Madsen, Olaf	Westboe, Wm.
Madsen, Olaf	Malmgren, W.	Malmgren, W.	Westboe, Th. L.
Malmgren, W.	Malmquist, E. J.	Malmquist, E. J.	Westerlund, L.
Malmquist, E. J.	Mancilla, Pedro	Mancilla, Pedro	Westerlund, Paul
Mancilla, Pedro	Mangels, Carl	Mangels, Carl	Westerman, Jacob
Mangels, Carl	Mansson, S.	Mansson, S.	Westman, J.
Mansson, S.	Markman, Harry	Markman, Harry	
Markman, Harry	Martin, John	Martin, John	
Martin, John	Martinson, David	Martinson, David	
Martinson, David	Martinussen, Olaf	Martinussen, Olaf	
Martinussen, Olaf	Mathieson, Ludwig	Mathieson, Ludwig	
Mathieson, Ludwig	Mathisen, Olaf	Mathisen, Olaf	
Mathisen, Olaf	Mattson, K. J.	Mattson, K. J.	
Mattson, K. J.	Mayer, Yoel	Mayer, Yoel	
Mayer, Yoel	McCallum, C. R.	McCallum, C. R.	
McCallum, C. R.	McClue, I. D.	McClue, I. D.	
McClue, I. D.	McGulre, Thomas	McGulre, Thomas	
McGulre, Thomas	Nelsen, B. P.	Nelsen, B. P.	
Nelsen, B. P.	Nilsen, John N.	Nilsen, John N.	
Nilsen, John N.	Nilson, Charles	Nilson, Charles	
Nilson, Charles	Nelson, Carl	Nelson, Carl	
Nelson, Carl	Nelson, Carl F.	Nelson, Carl F.	
Nelson, Carl F.	Nelson, C. M.	Nelson, C. M.	
Nelson, C. M.	Nelsson, A.	Nelsson, A.	
Nelsson, A.	Nesbit, J.	Nesbit, J.	
Nesbit, J.	Ness, Ed.	Ness, Ed.	
Ness, Ed.	Newmann, Carl	Newmann, Carl	
Newmann, Carl	Nicolaysen, H.	Nicolaysen, H.	
Nicolaysen, H.	Nielsen, -754	Nielsen, -754	
Nielsen, -754	Nielsen, -652	Nielsen, -652	
Nielsen, -652	Nielsen, Otto	Nielsen, Otto	
Nielsen, Otto	Nielsen, -884	Nielsen, -884	
Nielsen, -884	Nielsen, A. J.	Nielsen, A. J.	
Nielsen, A. J.	Oesterling, Emil	Oesterling, Emil	
Oesterling, Emil	Olsen, Fritz	Olsen, Fritz	
Olsen, Fritz	Olsen, -571	Olsen, -571	
Olsen, -571	Olsen, Bertel	Olsen, Bertel	
Olsen, Bertel	Olsen, George A.	Olsen, George A.	
Olsen, George A.	Olsen, Eugene	Olsen, Eugene	
Olsen, Eugene	Olsen, -812	Olsen, -812	
Olsen, -812	Olsen, Oscar F.	Olsen, Oscar F.	
Olsen, Oscar F.	Olsen, Elias	Olsen, Elias	
Olsen, Elias	Olsen-499	Olsen-499	
Olsen-499	Olsen-872	Olsen-872	
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INFORMATION WANTED.

Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

Reier Gunderson is inquired for by
his brother, Borre Christian Gunder-
son. Address Sailors' Union, 44-46
East street, San Francisco.

Bror Henry Wilhelm Clausen, a
native of Doderhults, Forsamlin, Swe-
den, born 1880, is inquired for. Ad-
dress, Coast Seamen's Journal.

August Martell, a native of Finland,
aged about 47, last heard of on the
Pacific Coast about 15 years ago, is
inquired for by his brother. Address,
Coast Seamen's Journal.

Ivar Walter Lindblom, native of
Finland, last heard of at Ketchikan,
Alaska, about a year ago, is inquired
for by his parents, also by his brother
Albert. Address, 696 Fulton, or Car-
penters' Union No. 22, San Francisco,
Cal.

Carl Alfred Anderson, aged about
50, and Johan Bernard Anderson, aged
about 47, natives of Halmstad, Swe-
den, last heard from at San Francisco
16 years ago, are inquired for by their
brother, B. A. Anderson, 310 Richland
avenue, San Francisco.

William L. Nelson, No. 901, who is
supposed to be sailing on this Coast,
is inquired for by his aunt. His per-
sonal description is the following:
Age 17, weight 160 pounds, height 5
feet 8 inches, dark complexion. Any
one knowing his whereabouts will
please communicate with Mrs. M.
Kirk, 1722 Twelfth avenue South, San
Francisco, Cal.

H. Wilson, M. P., President of the
National Sailors' and Firemen's Union
of Great Britain and Ireland, desires
to ascertain the whereabouts of one
John R. Russel, who was one of the
crew of the British steamer "St. Hel-
ena" at the time of his imprisonment
in Hongkong. The above has £180 in
trust for the latter. Address Have-
lock Wilson, M. P., Maritime Hall,
West India Dock Road, London, Eng-
land.

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quired for by his mother. Any one
knowing his present whereabouts
please notify Mrs. Nettie L. Easter-
brook, 146 East 26th street, Portland,
Ore.

C. J. Carlson, a native of Helsing-
borg, Sweden, aged about 47, last
heard of at San Francisco about eight
years ago, is inquired for by his

Labor News.

The Shenango Valley (Pa.) steel
plant resumed operations on Decem-
ber 29, after an idleness of ten days.
More than 2000 men are affected.

Pensions for disabled and aged em-
ployes, to be paid solely by the rail-
road, have been announced by the
Grand Trunk, taking effect January 1.

Seven companies of soldiers, ac-
companied by their officers, left Gold-
field, Nev., on January 3 by special
train bound for their respective Cali-
fornia posts.

The Burlington Railroad, on Janu-
ary 1, established an employment bu-
reau, through which all skilled labor
will be employed. A complete record
will be kept of every person em-
ployed.

Nearly 500 men of the shop and
yard force of the Baltimore & Ohio
at Cumberland, Md., were laid off
recently. The force retained is suf-
ficient to take care of only the most
urgent work.

The Melones mine, situated about
six miles from Angels Camp, Cal.,
ceased operations on January 9. All
of the employes went out on strike
for a nine-hour day.

All the electricians employed by the
Nevada-California Power Company in
Goldfield, Nev., went on strike on
January 10, refusing to accept the new
wage scale of \$6 a day.

According to announcement made
on January 5, an aggregate of 5000
men were re-employed on the 13th by
many large industrial plants in East
St. Louis, Ill., and vicinity.

The plants of the Republic Iron and
Steel Company and the Youngstown
Steel and Tube Company at Youngs-
town, O., have resumed operations,
giving employment to 8000 men.

Operations have been resumed at
the plant of the National Rubber
Company, at Bristol, R. I., after a sus-
pension of one month. More than
1500 operators were given work.

The jury in the case of George A.
Pettibone, charged with conspiracy in
the murder of ex-Governor Frank
Steunenberg, returned a verdict of not
guilty on January 4. The charge
against Moyer was dismissed on the
5th.

Forty carpenters employed on
buildings being erected at the site of
the Alaska Yukon Pacific Exposition,
at Seattle, Wash., went on strike on
December 24 as the result of an an-
nounced cut in their wages, amount-
ing to \$1 a day.

"There will be no strike of Eastern
railroad men as a result of the wage
conference now in session here," said
P. H. Morrissey, Grand Master of
the Order of Railway Trainmen,
speaking on behalf of the hundred
thousand employes of Eastern roads
represented at the conference held in
Chicago recently. Should the vote be
in favor of increased wages, the pro-
posals will be submitted to the com-
panies when circumstances are favor-
able.

Judge Hunt, in the Federal Court at
Helena, Mont., gave a verdict of guilty
against three Butte labor leaders on
the charge of contempt of court in
violating the injunction restraining
them from interference with the
Rocky Mountain Bell Telephone Com-
pany. Joseph Shannon received a sen-
tence of ninety days' imprisonment in
the County Jail; William Cutts was
sentenced to ninety days' imprison-
ment and a fine of \$250, while A. E.
Edwards was given a sentence of
ninety days' imprisonment and a \$100
fine. R. C. Scott, the fourth defend-
ant, was discharged.

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mother. Any one knowing his present
whereabouts please address Mrs. Ho-
keson, Ferndale, Wash.

Herman Schmidt, No. 1767, age 23,
a native of Germany, supposed to be
sailing on this Coast, is requested to
communicate with his mother, Mrs.
G. Schmidt, Hamburg, St. Pauli, 29
Sophien-str., where important news
is awaiting him.

Clement MacDonell, No. 12,141, a
member of the Lake Seamen's Union,
is inquired for by his mother. Ad-
dress Mrs. A. J. MacDonell, 996
Fedora street, Los Angeles, Cal.

Torkel Olsen, a native of Treun-
gen, Norway, aged about 56, is in-
quired for by his brother. Address,
Coast Seamen's Journal.

With the Wits.

A General Hint.—"Did she tell the young man he need not call any more?"

"No; but she ate onions for supper just before he called."—Brooklyn Citizen.

Merely Preliminary.—"I foolishly promised my wife a new silk gown, this fall," said Subbubs, "and it's cost me nearly \$5 already."

"For material?" asked Naybor.

"Oh, no; that's what she's spent in car fare looking up samples."—Philadelphia Press.

No Village Green for Him.—"My husband," said the conceited lady, "is a Shakespearean actor."

"Indeed. Does he play in 'Hamlet'?" asked her friend.

"No," said the actor's wife. "He only plays in the larger cities."—Exchange.

Domestic Sarcasm.—He (sarcastically)—"There is one thing which always puzzles me."

She (suspiciously)—"What is that?"

He—"How single men ever succeed in anything when they have no chance to take a wife's advice."—Washington Herald.

Overheard in the Country.—Wilfred—"Mamma, we were up in Farmer Crosby's yard, watching the eggs in his incubator."

His Mother—"Did anything come out?"

Wilfred—"Yep; Farmer Crosby—and he chased us."—The Circle.

A Great Help.—Mrs. Smith—"Yes, my little five-year-old girl is a great help to my housekeeping."

Mrs. Randall—"Why, what can such a child do to help?"

Mrs. Smith—"She goes down and tells the cook for me whenever we're going to have company."—Harper's Bazar.

Compromise—Wife — "But why don't you want me to buy your neckties any more?"

Hubby—"Well—er—I'd rather buy them myself than have you go to that trouble."

Wife—"But I like to do things for you."

Hubby—"Oh, in that case, I'll let you look after the furnace this winter."—Judge.

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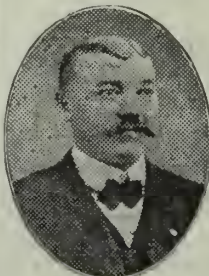
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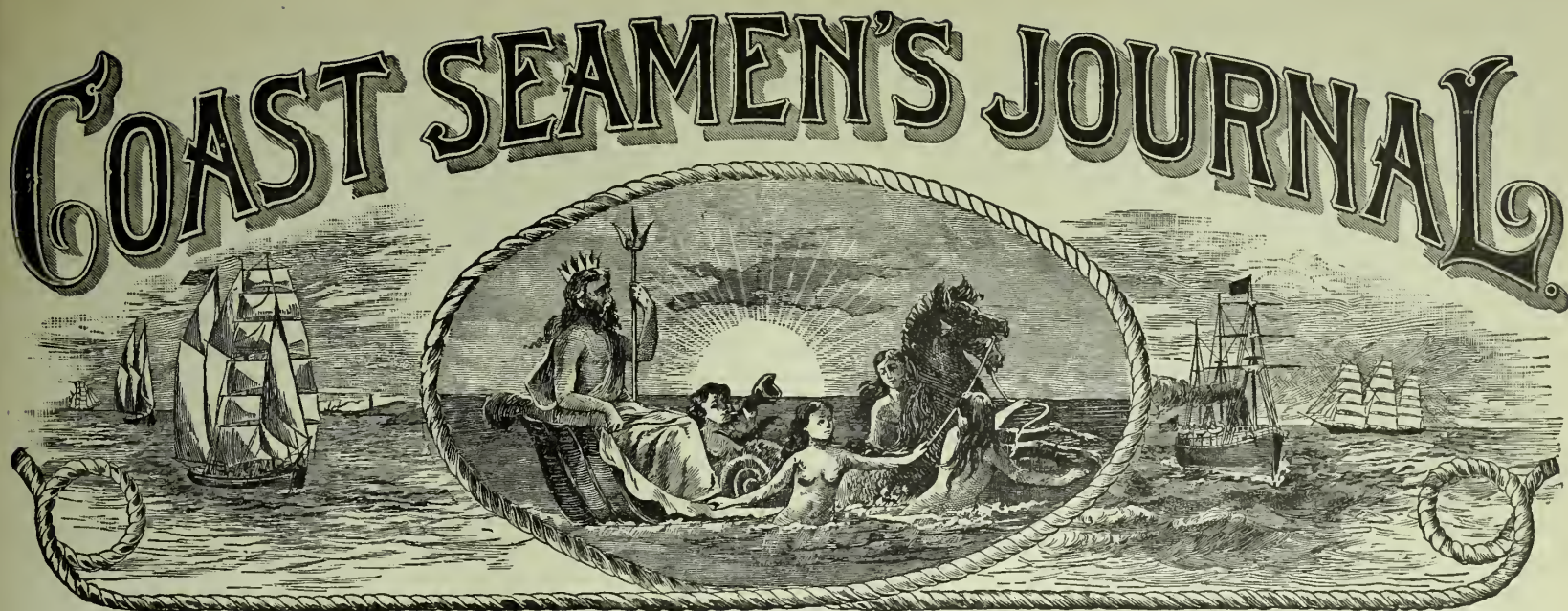
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Our Motto: Justice by Organization.

VOL. XXI, No. 18.

SAN FRANCISCO, WEDNESDAY, JANUARY 22, 1908.

Whole No. 1048.

JEW S IN RUSSIA.

A RECENT Bulletin of the Bureau of Labor (No. 72) presents an interesting contribution to the study of immigration and its relation to social and industrial questions in an article on the "Economic Condition of the Jews in Russia," by I. M. Rubinow. The article is based on investigations of the Jewish Colonization Society and Russian official statistics.

The subject derives its importance in this country chiefly from the fact that the Russian Jews constitute approximately one-tenth of the total number of immigrants now coming into the United States and because they contribute so largely, by the conditions under which they so often live and work, to the problems which are involved in the greatly congested conditions in some of our large cities.

According to the latest Russian official statistics (those of 1897) the five and a half million Jews in Russia constituted about 4 per cent of the total population. Largely because of the legal restrictions upon the right of domicile, 94 per cent of them live within the so-called Pale (a territory representing less than 20 per cent of the area of European Russia) where they constitute 11.6 per cent of the total population. Even within the limited area of the Pale the Jews are largely concentrated in urban communities (also because of legal restrictions), nearly 80 per cent of the entire Jewish population of the Pale living in cities and towns, where they constitute 37.7 per cent of the population.

In the most congested provinces of the Pale, from which the Jewish immigrants to the United States largely come, the proportion of Jews is much greater, constituting 57.9 per cent of the population in the cities of northwestern Russia.

The occupation of the Jew in Russia is much more largely manufacturing and less largely commercial than is commonly supposed. According to Russian official statistics 37.9 per cent of all Jews gainfully employed were engaged in manufacturing and mechanical pursuits, 19.4 per cent in personal service, and 31.6 per cent in commercial pursuits. Moreover, these 31.6 per cent serve the interests of a large surrounding agricultural population, so that the strictly commercial class represented less than 4 per cent of the population of the Pale—an unusually small proportion.

The report of the United States Census Bureau on Occupations in 1900 indicated the same preference among the Russian Jews in New York City for manufacturing and mechanical pursuits as against commerce, 63.3 per cent of them being employed in the former, against a combined 27 per cent in commerce and transportation, while the percentages for the entire population of New York City were 37.6 in manufacturing and 32.0 in commerce.

In view of the widespread impression that the Jew is unfit for agricultural life, it is interesting to note that the Russian official reports show 40,000 employed in agricultural pursuits, or 150,000 all told when their dependents are included. The fact that the numbers are no larger is due to the restrictions against the Jew entering into agriculture, which have been in force for many years.

While in Russia, as in this country, industrial pursuits claim the greatest number of adult Jews, yet there exists this important difference—that in Russia the independent artisans and their journeymen and apprentices are much more numerous than factory employes, even though the tendency in Russia, as everywhere, is away from the small artisan's shop to the factory. An enumeration of these artisans by a private organization, and therefore obviously incomplete, showed their number as more than half a million, of whom women and children numbered more than 155,000, or 31 per cent. Of the total number of artisans, a little more than one-half were master workmen, about 30 per cent journeymen, and 20 per cent apprentices.

The overcrowded city does not furnish a sufficient market for the products of these artisans, and the legal restrictions do not permit the contact between the artisan and his natural customer, the peasant. As a result, the artisans are forced to work for the distant consumer through the agency of the middleman, and under harmful conditions of domestic and sweat-shop industry. The conditions of work are unhygienic, hours excessively long, and wages distressingly low. But through the efforts of the growing labor movement there is a distinct tendency toward gradual improvement.

Under such conditions of the labor market, factory production has developed in the Jewish Pale by leaps and bounds, and the independent artisan has been transformed into the factory worker. This is usually an improvement in the economic condition of the workingman, but several obstacles have stood in the path of the Jewish worker, some of a legal nature, others arising from religious or social causes. The restrictions in the right of domicile have closed to Jewish labor certain industrial fields where work may be done in the open air, and as a result the percentage of Jewish wage-earners is highest in the most harmful occupations, such as tobacco, match, and textile manufacture. In addition, an analysis of the data of manufactures shows an interesting attraction between Jewish capital and Jewish labor, since scarcely any Jewish wage-workers are found in factories owned by Gentiles. Whether this be due to difficulties of Sabbath rest, or an anti-Semitic feeling, it appears that the difficulties in the way of Jewish enterprise put a serious limitation to the opportunities of Jewish labor as well.

While accurate wage statistics are lacking for Russia, the data in regard to customary wages of factory workers and earnings of independent artisans show a very low level, even if the cheaper cost of living be considered. While the earnings of artisans are naturally subject to wide ranges, yet the figures show that the majority earn only from \$103 to \$154.50 a year, that even smaller earnings are quite frequent, and that an income of over \$200 is quite unusual for an artisan family. Wages of workmen range from \$1.55 to \$4.12 a week, while women or girls work for from \$0.77 to \$1.03 a week. Until recently, long hours went hand in hand with these low wages; 13 to 14 hours was a very usual working day down to the end of the past century, and a day of 16 hours was not rare.

Notwithstanding these unfavorable conditions of work, already a persistent movement toward

shorter hours and better pay has benefited the artisans and factory workers, as well as the commercial employes and even domestic servants. The modern labor movement, which utilizes the experience of the western world, has sprung up within the last decade. While the peculiar political conditions have thrown this labor movement into close association with the political, socialist, and national aspirations, nevertheless, the purely economic work has made marked progress. All the principles and methods of collective bargaining have become familiar to the Jewish wageworker. As yet the practical results of this movement are more manifest in the improvement of the general conditions of work and especially in the reduction of working hours. Wages have also been influenced, though not to a very marked degree; but as a result of this movement, a 10-hour working day has quite generally been realized, and a struggle for an even shorter day of 9 or 8 hours is in active progress.

Even more than the artisans and factory workers does the commercial class feel the influence of the enforced congestion under which they live. A little over one-third of the entire commercial class in Russia consists of Jews, but within the Pale the proportion rises to almost 70 per cent. In northwestern Russia it reaches even 90 per cent. More than half of these deal in agricultural products, and upon them devolves the marketing of the product of agriculture of these provinces. While it is this function of the Russian Jew that especially calls forth accusations of exploitation of the Russian peasant, an analysis of their work indicates not only that they constitute an indispensable factor in the economic life of the agricultural masses, but that their extreme competition, among themselves could not but benefit the agricultural worker, both as a seller of his produce and as a buyer of general merchandise. The income of the majority of these petty merchants is even smaller than the wages of an artisan.

While the condition of the petty so-called independent merchants is a very unsatisfactory one, there are signs of improvement in the status of commercial employes in the large cities, mainly through their efforts toward organization and collective bargaining. While political aspirations have played an important part in these organizations, important and beneficent changes have taken place in the reduction of hours of labor, increase of wages, and improvements in conditions of work in general.

The number of Jews in the professions is quite small. Not only does the poverty of the masses preclude a university education for many, but the practice of many professions, connected in Russia with Government service, is prohibited by law or effectively restricted, while the chances of entrance into others are limited by the establishment of a limit to the number of Jews admitted to secondary schools and universities.

With very limited opportunities and in the face of insufficient means and many legal difficulties, the Jews in Russia have succeeded in reducing the illiteracy of their adult male population to less than 35 per cent, while almost 43 per cent of the adult males can read and write Russian in addition to their colloquial Yiddish. These results indicate, to some extent, the value which is placed upon education.

JAPANESE IMMIGRATION.

There is every reason to believe that the Japanese Government now fully understands that no Oriental laborers will be permitted to settle in any white man's country and that, so far from an exception being made in favor of Japanese, the coolies of that nation are regarded as much the most objectionable of all. There is an exceedingly friendly feeling, at least in this country, toward the Japanese as a people which leads us to refrain from prohibiting immigration from that country by domestic law, so long as there is any chance that the Japanese Government of its own motion can accomplish what we desire. It would appear that our Government was putting itself in an entirely false position by "negotiating" with the Japanese Government on the subject at all, and perhaps it is not doing so. Friendly consultation and suggestion is well enough, but the sole responsibility should be left with the Japanese Government, which by the treaty now in force has agreed not to consider our prohibition of the immigration of Japanese coolies as an unfriendly act. We are willing to oblige the Japanese Government by refraining from the action which the treaty permits if it does not become necessary to act. It is for the Government of the Mikado to prevent the necessity.

In time this whole question of the separation of the races will have to be dealt with on broad lines. All Occidental peoples are concerned with it, some much more than others. Great Britain is in the most embarrassing situation because of its position as an Oriental power while at the same time owning colonies whose inhabitants are far more resolute in demanding the exclusion of Oriental coolies than the United States has ever been. The British Government cannot support Canada and Australia in their position on this question without greatly endangering the peace of India. The recent speech of Count Okuma, on which we commented at the time, and which excited a good deal of anxiety in Great Britain, may be assumed as very good evidence that Japan's alliance with Great Britain will not hinder non-official but influential Japanese from intriguing in India, should there be any provocation—and perhaps without provocation. But in the end the solution must be reached by the exclusion of Asiatic coolies from all parts of the world inhabited by white men, and it should be done with the consent and co-operation of the enlightened Asiatic governments. And it is the expectation of this which justifies and perhaps requires from us a great deal of patience with the Japanese Government, which is, perhaps, under greater difficulties than any other government.

That the demand for Exclusion will constantly increase in this country is evident enough. Wherever the Japanese settle in large numbers they will first be welcomed by employers, then endured, and at the end of that second stage they will be in control of the situation. Except that it was a very serious matter those of us in this part of the State would have been amused at the eagerness of the people of Southern California to promote an influx of Japanese which, if unchecked, can only end in placing all the southern orange groves in possession of the Japanese. There is evidence, however, that the white men of Southern California are beginning to realize their folly. The Japs al-

ready have a monopoly of the labor, are prepared to set and enforce their own price for it, which will be at a figure which will compel turning the groves over entirely to the Japanese—a process which is rapidly going on. And with the control of the land goes the control of all business.—San Francisco Chronicle.

AGE LIMITS OF BATTLESHIPS.

Germany's decision to reduce the age limit of battleships from twenty-five to twenty years is the reason advanced for her present activity in naval construction. The obsolete sea armament must be replaced with the least possible loss of time. The German naval estimates call for an expenditure of \$85,000,000 in 1908, and the programme for the immediate future provides for seventeen new battleships by 1917. Within seven years the German navy will contain thirty-seven battleships, thirteen of which will have a tonnage in excess of any now in commission in our Navy.

The radical reduction of the age of efficiency of battleships is of interest at a time when the retirement of the *Texas* is planned after a life of only eighteen years. The protected cruiser *Newark*, which was turned over to the naval militia last year, is of the same age. Our "wooden walls" lasted longer. The *Constitution* was twenty-four years old when she met the *Guerriere*. She was forty when condemned as unseaworthy in 1828.

It does not follow that a battleship superannuated as regards fighting efficiency and mobility in fleet formation has outlived her usefulness. Such vessels will constitute a valuable reserve squadron for coast defense. But the decreased expectation of life of warships of the first class, taken in connection with the extraordinary performance of the British torpedo-boat destroyer *Tartar*, must raise a serious question as to the cost of sea glory.

The *Tartar*, making 35.95 knots an hour against the tide with turbine engines, using oil as fuel, exceeded by six knots the speed of the American torpedo-boat destroyers of the 1899-1900 class. Have they by that fact been made obsolete after a brief eight years of life? The statement by Admiral von Tirpitz in the Reichstag recently that Germany has saved millions by postponing the construction of submarines throws light on the speedy deterioration of modern sea armament.

To keep up with the fast pace set by European navies and maintain our momentary rank as "second sea power" will necessitate an expenditure which makes Secretary Metcalf's asked-for appropriation of \$69,000,000 seem almost moderate.—New York World.

The Pennsylvania State nurseries, in 1906, sent out no fewer than 160,000 white pine seedlings, besides 400 pounds of seed, to be planted last spring. This is in addition to the extensive forestry work under way at the cost of the Pennsylvania Railroad at Altoona, and of the Lehigh Coal and Navigation Company in Schuylkill and Carbon counties, and the work upon the State's own reservations. This is a good beginning for one of the ten States which now have reservations.—Philadelphia Ledger

Antwerp and Amsterdam lead Europe as the most healthful municipalities. Madrid is at the other end of the list.

JAPANESE SEA POWER.

For many years it has been a courteous wont of the foreign sailor to laugh at our mercantile marine as an old ladies' home for old irons; this period after the Chinese war persuaded the uncomplimentary sobriquet to retire into the grave of picturesque rhetoric. It was in this period that we established our European, American, Australian and other foreign lines. The Nippon Yusen Kaisha (Nippon Mail Steamship Company), by far the greatest steamship company in the Far East, which has greater tonnage than any ocean steamship company in the United States, opened its London line in 1900.

Meanwhile we lost the habit of buying the cast-off old hulks from the shipowners of the West. We bought a number of new and very good boats; but that was not the end of the wonder. We actually began to build ships at our own dockyards. How did we manage to build the dockyards? Never mind. We built them. Some fifty-odd years ago, on the beautiful west harbor of Nagasaki, there was a shanty repair shop. The sole excuse for its being was to repair a microscopic toy man-of-war which the Dutch, with a touch of their characteristic humor, had presented to the Shogun. In 1888 the great family of Mitsui, which controlled the Mitsubishi Company, took the shop off the hands of the Government and paid for it a fanciful price of several hundred thousand yen. The Government needed money. And that was the beginning of the now famous Mitsubishi Dockyard and Iron Works—the largest shipbuilding yard in Nippon.

At the close of 1903—just before the war—we had 1088 steamers of 657,269 tons. At the end of January, 1905, we had increased the number of our steam vessels by 67, purchased, and not a single vessel below 1000 tons; the aggregate tonnage of the 67 ships amounted to 176,160. We had also captured 26 steamers of 67,000 tons in the first year of the war. In other words, we gained in one year more than one-third the total tonnage which took us thirty-three years to create.

The latest statement from Uchida Kakichi, chief of the Mercantile Marine Bureau, places the steamship tonnage of our country at 1,000,093. At the time of writing it is safe to place it at 1,200,000.

Meanwhile the shipbuilding yards of the country are not devoting all the time to the composition of classic couplets in honor of the Cherry Cloud of Yoshino or to the feast of the autumn moon.

Against all this Nippon activity, what has the United States done to cover the Pacific? You know better than I. The merchant tonnage of the United States on the Pacific does not seem to be one-half that of Nippon; one can figure it in many ways, but this is the best he can say of it. When it comes to the transpacific service the American showing is much worse. We have heard from Mr. Hill—he is not going to replace the *Dakota*—we cannot see why he should. Offers have been made, and, there is reason to believe, are being made now by Nippon companies for the purchase of the ships of the Pacific Mail Steamship Company and those of the Oceanic Steamship Company.—Adachi Kinnosuke in Appleton's.

Land is being set aside in the Philippines for the support of the islands' schools.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

POLICE DOGS AT ANTWERP.

For some time the Antwerp police have been experimenting with dogs as assistants to the night-watch service in the isolated sections of the Antwerp docks, with the following results:

The experiments have proved negative, and at one time it was even proposed to give up the kennels altogether. The city police have seven dogs, known as the Belgian shepherd dog, which are trained to look upon men in uniform as their only friends, suspecting all others, and more particularly a man lying down. At night the seven dogs, all muzzled, are given to seven policemen, who conduct them by a strap, only letting them loose when wishing to pursue an evildoer, discovered red-handed. It is owing to the docks and basins being in thickly populated sections of the city and to the further fact that work on the vessels goes on throughout the night that the dogs have thus to be restrained in their movements and their usefulness thus reduced to a minimum. Furthermore, one policeman has to be detached from the night service for every dog, whereas were it possible to allow the animals to run free, one officer would be sufficient to patrol with two or even three dogs.

The result of the experiment has been that police dogs, no matter how well trained, are of no practical use in thickly populated quarters, but their real value in such service has been shown in rural districts, where a night watchman, all alone and unaided, frequently has to patrol a territory covering miles of sparsely settled country. Such is the case at Ghent, where the same breed of dogs is used by the rural night watchmen to great advantage. There the animals are unmuzzled and unrestrained. The experience in training shows that, while the dogs may be taught to be suspicious of every person not in uniform or of a man lying down or in a crouching position, it is impossible to make him distinguish between an honest man and a vagabond.

The dogs used may be purchased at prices ranging from \$5 to \$10, and their keep amounts to \$1.35 per month. The Belgian shepherd dog is chosen for this service for his keen scent, for the facility with which he is trained, and for the faithfulness to his master, which makes him practically a "one-friend dog" and an uncompromising foe to every other human being.

GERMAN SHIPBUILDING.

The number of vessels built in the Empire in 1906 was 760, of 398,151 registered tons, against 646 of 310,771 registered tons in 1905, and 535 of 267,991 registered tons in 1904. Among the vessels built in 1906 were 11 men of war of 30,831 registered tons. In addition to the foregoing, there were built in foreign countries, on orders, for German firms, 119 vessels of 122,845 registered tons. This demonstrates the activity of the German shipping trade.

Africa leads in gold production, America next.

PACIFIC STEAMSHIP ACTIVITY.

The increased trade on the Pacific has led to many of the steamship companies adding to their fleet carrying passengers and freight.

Plans for two new Empress steamers to improve the fast Canadian Pacific Railway's mail service have already been approved. The Boston Towboat Company has taken the British steamers Kumeric and Suveric, of a tonnage of 6,300 each, to run in connection with the American steamers Shawmut and Tremont, tonnage 6,195 each, on the run from Seattle to Hongkong via Manila.

The French Steamship Company, Chargeurs Reunis, is competing for the round-the-world trade from the United Kingdom and Europe to the North Pacific Coast via the Orient. Orders have been given by the French company for four new steamers, to be in commission before six months have elapsed. They are to be 10,000 tons, and two of them, the Oussant and Corse, are being built in France, and two, the Malta and Ceylon, in England. It is the purpose of the company to build up a passenger trade between Seattle, San Francisco, and the ports of Central and South America, and the boats will be among the most modern passenger and freight steamers in the world.

The Toyo Kisen Kaisha is to replace its present fleet—the American Maru, Hongkong Maru, and Nippon Maru—with three larger steamers, two of which are now building. These other steamers when taken off the San Francisco run will ply between the Orient and South American ports. The new vessels will be 13,000 tons each, which is 2,000 tons greater than the steamers now in service. They will be equipped with turbine engines and will use oil as fuel.

The Osaka Shosen Kaisha has now in course of construction six steamers of gross tonnage 6,000 each. These steamers are to run between Japan and Pacific ports and are to be used exclusively as freight carriers.

PORT OF TSUGURA.

The port of Tsugura, on the west coast of Japan, which was opened in 1896, and which was of little trade importance, save in the imports of American petroleum, until the close of the Russo-Japanese war, has now, according to a Japanese newspaper article, become a promising open port; its trade during the eight months ended August 31, 1907, amounting to \$582,679. The imports were \$333,993, the major part of which was American petroleum; exports, \$242,686, nearly all being goods shipped to Vladivostok, with which there is a triweekly steamship service. The Japanese Government is making investigations for the improvement of the harbor, and if the present rate of increase in its trade is maintained Tsugura will rapidly develop into one of the most important open ports of Japan.

In Belgium the newspapers left by travelers in railway cars are collected (about 200,000 pounds a year) and used in the manufacture of pulp for making a certain quality of cardboard.

GERMAN METAL WORKERS' UNION.

A recent industrial report states that Germany has the largest labor organization in the world, under the name of the Deutscher Metallarbeiterverband. Although this claim is open to question, the report gives a number of facts of general interest, which are quoted:

We have at present in the German Metal Workers the largest labor organization of the world. According to the recent report for the past year, there belonged to this union at the close of 1906 not less than 335,075 members, of which 15,000 were women. During the past year alone the membership has increased by 75,383. During the last four years the increase has been more than 206,000. With one or two exceptions every branch of the metal-working industry is represented in the organization.

During the past year the union has collected funds to the amount of 7,900,000 marks (\$1,880,200). Various forms of support are provided for needy members—in sickness, when out of work, during strikes, for journeys, and when moving to a new field of employment; also contributions in special cases of need are provided for, as well as payment of funeral expenses. Furthermore, members are guaranteed legal protection. Altogether, 4,800,000 marks (\$1,142,400) was paid out of the central treasury for these purposes, in addition to what was paid out of local treasuries in special cases of support.

Due to the large number of strikes, the amount going to strikers during the past year was large. In addition to 2,800,000 marks (\$666,400) contributed by the central treasury, more than 700,000 marks (\$166,600) was paid by the locals, amounting in all to more than 3,500,000 marks (\$833,000) expended to maintain strikes. In spite of this outlay, however, the resources of the union increased during the past year from 2,500,000 marks (\$595,000) to 2,600,000 marks (\$618,880). Nor has the growth of the organization ceased, but in every week has a remarkable increase in membership.

PRESERVATIVE FOR BOILERS.

Consul-General Benjamin H. Ridgely furnishes the following report on a new Spanish composition for preserving steam boilers, which has just been placed upon the market at Barcelona:

The compound appears to be an improvement on all previous inventions. It is claimed that by adding a certain quantity of this preparation to the water tanks from which the boilers are fed, all impurities in the water, and matter that might adhere to the sides of the boiler, are at once precipitated, leaving the water innocuous. Thus, not only is the life and efficiency of the boiler increased, but a great economy in fuel is derived. The composition is in the form of a colorless and odorless liquid.

A serious problem for the people of Canada to solve is the fuel supply of the future. No coal of any kind has ever been discovered in Ontario. In the older part of the Province the timber is practically exhausted.

Domestic and Naval.

The United States battleship fleet arrived at Rio Janeiro, Brazil, on January 12.

Icebergs are now proving a menace to transatlantic liners bound to Philadelphia, Pa., and other North Atlantic ports.

The British bark Fanny Breslau, from Santos for Halifax, was abandoned at sea on January 5. The crew were landed at Milford Haven.

The Secretary of the Navy has called for estimates for the conversion of the San Francisco, Baltimore and Paul Jones into mine-laying vessels.

The American battleship fleet was joined on January 17 in the harbor of Rio Janeiro by the torpedo-boat flotilla, numbering six vessels, which arrived from Pernambuco.

A revolution in tempering armor plate will result from the invention of Lieutenant-Colonel Cleland Davis of the United States Navy. Lieutenant Davis' invention consists of hardening armor plate by electricity.

The Navy Reorganization bill, designed to put the Navy "on a business basis, both as a weapon and an industry," was introduced in the House of Representatives on January 7 by Dawson of Iowa, member of the House Committee on Naval Affairs.

Following the refusal of the Cunard Company to come to terms, the International Mercantile Marine Company has again cut eastbound stevedore rates on vessels of the White Star and American lines, making a total reduction in this class of \$11.25 since the rate war began.

Good progress is reported on the 20,000-ton battleship North Dakota, of the Dreadnought class, under construction by the Fore River Ship Building Company at Quincy, Mass. The keel was laid on December 16 and her builders confidently predict that she will be ready for launching by December 1 next.

The North German Lloyd and Hamburg-American steamship lines have definitely agreed to work in unison on all of the important lines of their services. The agreement is to last four years. The Hamburg-American Company withdraws from the passenger trade to the Far East, receiving for this concession certain advantages which have not been made public concerning the stevedore business to the United States.

Another hope that the missing Canadian Pacific steamer Mount Royal, with her 400 passengers and crew, might be towed into port was dissipated on the arrival at Portland, Me., on January 4 of the Allan liner Hungarian. As the latter was twenty days out from Glasgow and a week overdue, shipping circles in London were led to believe that she had fallen in with the Mount Royal. No trace of the latter was seen by the Hungarian.

The British steamship Beacon Light, at Philadelphia, Pa., from Rotterdam, reported that on December 14, when three miles southeast of Scilly Island, she passed through a quantity of refined petroleum. Two light wooden cabin doors and other wreckage were sighted. The wreckage was doubtless from the ill-fated seven-masted schooner Thomas W. Lawson, recently wrecked there. The Beacon Light also passed two large icebergs on December 27 when off the Grand Banks.

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INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

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Westerberg, W.
Wahlman, John
Wesik, Gustav
Worm, Albert
Wordehoff, Alfred
Westlin, J. A.
Vibrok, Carl
Vogel, Hans
Zonlg, Oskar
Young, Peter

Pacific Coast Marine.

M. A. Newell & Co., on January 17, announced the advance of the overdue American schooner William Nottingham from 10 to 20 per cent and the British ship Castle Rock from 60 to 65 per cent for reinsurance.

The steamer City of Topeka was laid up at San Francisco on January 15 and the steamer Delhi was laid up on the 16th. The Pomona will for some time perform the work done by the City of Topeka on the Eureka route.

Shipping men have abandoned all hope regarding the overdue Goto Maru. She has been out seventy-six days from Hakodate, Japan, and should have reached San Francisco in the ordinary course of events about November 28.

Representative Englebright has been informed by General Mackenzie, chief of engineers, that the War Department will ask for bids in about two weeks for dredging out Eureka Harbor, for which \$82,000 was appropriated last year.

Captain C. D. Harwood of the Standard Oil Company's steamer Ashtabula, charged with allowing a Japanese sailor to escape, was discharged by United States Commissioner Heacock at San Francisco on January 9 and the case dismissed.

Representative Kahn called on the Secretary of the Navy on January 16 in behalf of the petition by the Northern and Alaska Commercial companies and the Matson Navigation Company that a wireless station be established at Unalaska. The nearest station is Valdez.

In a telegram received at San Francisco on January 14 from Philadelphia, it is stated that all hope of hearing from the overdue ship Arthur Sewall has been abandoned. The Arthur Sewall has now been out 293 days from Puget Sound for Philadelphia and has been quoted for some time as uninsurable.

The Congressional Committee on Commerce and Labor has recommended the creation of two new lighthouse districts, one for Alaska and one for the Hawaiian and other islands. Representative Englebright has introduced a bill for the erection of a lighthouse and fog signal station at Punta Gorda.

A cable from London on January 16 conveys the information that the British steamer Hatasu, bound to Calcutta from Bellingham, has arrived at Kobe, Japan, after meeting with heavy weather. The Hatasu was forty-four days out and for some time has been quoted on the overdue list at 20 per cent for insurance.

On December 20, Captain Volsted of the schooner Robert Searles, arriving at San Pedro, Cal., on January 6 had a narrow escape from death by drowning. While bringing his vessel out of Grays Harbor over the rough bar he was thrown overboard, but managed to grab a life-line and was rescued.

Captain Shorey and his colored crew are to take the whaling bark John and Winthrop up to the northern seas and hunt whales again this year. The bark was brought over from Oakland recently to the Howard-street dock, at San Francisco, to be refitted and revictualled for another campaign in the North.

In a report to the Ottawa Government, Captain Newcomb of the fishery protection cruiser Kestrel asks that a modern cruiser like the Canada on the Atlantic Coast, with a speed of twenty to twenty-two knots, and two smaller boats of eighteen knots be commissioned as soon as possible to protect the British Columbian fisheries.

The American ship Sintram, Captain Johnson, arrived at San Francisco on January 12, seventy-six days from Sydney, Australia, with a cargo of 1950 tons of coal. The Sintram reports that on November 23, in latitude 23 degrees south, longitude 150 degrees west, she was in company with the American ship Columbia, from Newcastle.

The steam-schooner William H. Murphy, built for the Pacific Lumber Company, and the steamer Hercules, belonging to the Hercules Powder Company, were both out on San Francisco Bay on January 11 going through trial trips before being formally handed over to their owners. Both steamers performed satisfactorily.

Repairs to the ship Erskine M. Phelps, which put into San Francisco at Christmas time in distress, through being damaged by collision, were finished and she resumed her voyage on January 11. The Erskine M. Phelps was bound from Seattle to Kahului when she began to leak. She remained in San Francisco for sixteen days.

In two libels filed in the United States District Court at San Francisco on January 15 the San Francisco Foundation Company was made respondent as owner of the barges Express and Mystery. The libel was filed by H. Anderson, who alleges that for labor and material furnished there is due him on the Express \$50.41, and on the Mystery \$156.37.

The British bark Battle Abbey, Captain Davison, arrived at San Francisco on January 14, after a smart passage occupying fifty-seven days from Sydney, Australia. The Battle Abbey brought 500 tons of coal and 1611 tons of coke consigned to J. J. Moore & Co. Like other vessels from Australia she met with rough weather throughout the passage.

A telegram from Manila to New York on Janu-

ary 17 conveys the information that the British steamer Inveran had arrived at Manila from Portland, via Mororan, slightly damaged. The damage was caused in heavy weather, during which the Inveran ran short of coal. It was found necessary to use about 4000 cubic feet of her lumber cargo to get the steamer to port.

Members of the State legislative committee, which is composed of Senator Wright of San Diego, chairman; Assemblyman Leeds of Los Angeles, Secretary; Senators Wolfe and Kennedy and Assemblymen Johnson and Strohl, made an official inspection of San Pedro (Cal.) harbor and held a public hearing at that port on January 17 on matters pertaining to the State's interests.

Six of the twelve regular steamers used by the Pacific Coast Steamship Company in the coastwise trade from San Francisco are laid up indefinitely. The Montara finished discharging her cargo on January 11 and was returned by the San Francisco and Portland Steamship Company to the Pacific Coast Steamship Company. She will also be laid up, as her charter has expired.

Word has been received at San Francisco that the Shipowners and Merchants' Tugboat Company's new tug Hercules has gone through a highly successful builders' trial on the Delaware River. On a fifty-mile course, which was not adapted to show any vessel off to advantage, the Hercules steamed over thirteen knots to the hour without difficulty, although her engines were not pressed.

A reduction from \$500 to \$100 has been effected in the Customs Department's fine recently assessed against the British tramp steamer Hazel Dollar, at Port Townsend, Wash., which was found guilty of bringing a tailshaft intended for use on the Bessie Dollar, another vessel of the same line, and which being laden in the Orient, was discharged at Mukilteo without a customs permit.

For the loss of the steamship Tacoma, seized by the Japanese Government in 1905 as a blockade runner while en route between Seattle and Vladivostok, the Northwestern Steamship Company may collect \$13,900 against the Maritime Insurance Company of England, the full amount of the policy, under a decision rendered by Judge Hanford, in the United States District Court at Seattle, Wash., on January 16.

Several changes in the overdue list were made at San Francisco on January 14. The rate on the British bark Castle Rock, 108 days out from Sydney bound to Portland, Or., was reduced from 65 per cent to 60 per cent. The British steamer Hatasu was raised from 6 to 10 per cent and the schooner William Nottingham, ninety-eight days out from Melbourne bound to Seattle, was added to the list and quoted for reinsurance at 10 per cent.

Following is the reinsurance list, as posted at San Francisco on January 17: British ship Castle Rock, 115 days from Sydney for Portland, Or., 65 per cent; British ship Alacrita, 167 days from Delagoa Bay for Hongkong, 85 per cent; Japanese steamer Gota Maru, 72 days from Hakodate for San Francisco, 90 per cent; Norwegian bark Gartha, 200 days from Menado for Amsterdam, 10 per cent; British bark Sunlight, 139 days from Port Pirie for Falmouth, 10 per cent; British bark Doverby, 150 days from Cardiff for Valparaiso, 10 per cent; American schooner William Nottingham, 100 days from Melbourne for Seattle, 20 per cent.

The eyes of seafaring men are focused on the movements of the barkentine Irmgard, the bark Gerard G. Tobey, the ship Fort George and the ship Erskine M. Phelps, which sailed from San Francisco on January 12, all destined for the Hawaiian Islands. The masters of the vessels are, respectively, Captains Christensen, Scott, Fullerton and Graham, and each will strive to bring his vessel into the Island port first. The two former vessels are three-masters, while the other two are four-masters. A spirit of rivalry has always existed among the masters of vessels running to the Islands, but this is the first time an occasion presented itself for an equal try-out.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 22, 1908.

SEAMEN AND LONGSHOREMEN.

The action of the Norfolk convention of the American Federation of Labor in the dispute between the Seamen and Longshoremen would seem to have finally disposed of the matter, so far as the Federation is concerned. At any rate, that action leaves no room for doubt in the mind of any intelligent and unbiased person as to the position assumed by the Federation. In brief, that position is that the Longshoremen are instructed to discontinue the use of the words, "Marine and Transport Workers" as a part of the name of their organization. Notwithstanding the indisputable meaning of the convention's action, an attempt is being made in certain quarters to misconstrue the decision, with the evident purpose of arousing opposition to it among the Longshoremen themselves. A recent issue of the Union Labor Journal, of Erie, Pa., contains the following:

The statement published several days ago from one of the officers of the Seamen's Union concerning the order issued to the Longshoremen to alter the name of their organization has been taken up in various parts of the country, and a bitter controversy is now on.

Captain T. V. O'Connor, of Buffalo, is the latest to take up the cudgels in defense of the Longshoremen, and their right to retain their full title. Captain O'Connor, who is first vice-president of the I. L. M. & T. A., writes as follows:

A statement appeared a few days since which was supposed to have emanated from a representative of the Seamen's Union, to the effect that an order had been issued to the Longshoremen, telling them that they must drop part of the Association title, A. F. of L.

I desire to say that the following is a verbatim report of the action taken by the recent American Federation of Labor convention relative to the name of our organization:

"That the International Longshoremen be, and are hereby required, to change their name in accord with the decision rendered by President Gompers as arbitrator, and that in furtherance of this object President Gompers and one other member of the Executive Council attend the next convention of the Longshoremen and urge upon them the change referred to."

The above recommendation was adopted by a vote of 106 to 53. You will note that President Gompers and one other member of the Executive Council will attend the next convention of the I. L. M. & T. A., at Erie, Pa., in July, for the purpose of urging upon them the change referred to. This certainly is sufficiently clear for any intelligent man to understand that the question of the change of title depends entirely on the action of our delegates to our next convention. Personally, I will strongly advocate the continuance of the name I. L. M. & T. A. There are a number of organizations affiliated with the

American Federation of Labor which have commercial names, which are used for business purposes other than those that appear on the rosters of the American Federation of Labor.

We do not know the authority for the statement of the Union Labor Journal, that a "bitter controversy is now on," but we do know that there is absolutely no ground for controversy of any kind. The action of the Norfolk convention on the question of the change of title, as quoted in the statement of Captain O'Connor, is clear, emphatic and indisputable. To say that the sending of two members of the Executive Council to the Longshoremen's convention "to urge upon them the change referred to" leaves the matter entirely optional with the latter, is to indulge in pettifoggery, which any body of men should be quick to see through and resent as an insult to their intelligence.

That Captain O'Connor is actuated by considerations other than the real meaning of the Federation's decision is made clear by his further expressions, as follows:

I might here add that the American Federation of Labor has no desire or intention to interfere with the policy of any national or international union, and desire to say further that President Gompers is not empowered to revoke a charter, if he so desired, nor is the Executive Council. I am strongly of the opinion that President Gompers will never vote for the revocation of the charter of any national or international union.

I might add further that no charter can be revoked except by the Executive Council when instructed to do so by a two-thirds vote of a convention.

There are a number of members of the Council who have repeatedly stated to the convention that under no circumstances would they vote for the revocation of a charter.

My purpose in going into this matter in detail is to settle for all time the question of the revocation of the charter.

Thus we see that Captain O'Connor's attempt to misrepresent the action of the American Federation of Labor is based upon the erroneous idea that the Federation has declared in advance that it will not use any compulsion in the matter. The decision of the Federation is optional because it may be defied without fear of serious consequences! In other words, the Longshoremen may again reject the decision of the Federation and turn a deaf ear to the appeal of President Gompers and his associate member of the Executive Council without fear of losing their charter! In the minds of those whose conduct is governed by the fear of punishment, Captain O'Connor's reasoning will appeal with conclusive force. In the minds of those who recognize the superiority of the moral, as compared with the physical element in the relationship between organizations under the American Federation of Labor, such reasoning will be treated as it deserves to be, namely, with supreme contempt.

For the information of all concerned, we reproduce in full the report of the Adjustment Committee of the Norfolk convention, as amended and adopted:

The Committee finds that International Longshoremen's Association is the name recognized by the American Federation of Labor, and recommends that the International Longshoremen's Association be instructed to discontinue the use of the words "Marine and Transport Workers" as a part of the name of their organization.

The Committee further recommends that the International Longshoremen be, and are hereby required, to change their name in accord with the decision rendered by President Gompers as arbitrator, and that in furtherance of this object President Gompers and one other member of the Executive Council attend the next convention of the Longshoremen and urge upon them the change referred to.

The JOURNAL would suggest, in the interest of all parties, and not least in the interest of the Longshoremen, that it would be well to regard the action of the American Federation of Labor in its true light, as a definite declara-

tion on the subject. Those who attempt to construe that action in any other light can only be regarded as hostile to the real interests of the two crafts, which interests stand to be greatly furthered by acceptance of the Federation's decision and correspondingly hindered by the rejection thereof.

INDUSTRIAL EDUCATION.

The subject of industrial education is one to which a good deal of thought has been devoted, with the ostensible object of increasing the standard of efficiency among the workers. The fundamental condition recognized by the students of the subject is not so much a lack of efficiency in the work actually performed, as a lack of ability to perform more than one function in connection with the manufacture of a given product. This condition is described as over-specialization, a condition under which the worker, no matter how efficient at his or her particular specialty, is inefficient in respect to the ability required to produce a finished article. The object of industrial education is to provide facilities whereby a knowledge of all the processes involved in a given trade may be acquired by the individual worker. Such knowledge might be of comparatively little practical value to the worker in a specialized industry, but it would facilitate promotion, thus affording the workers a prospect of advancement to positions of supervision in their respective crafts, whereas such positions are now largely held by members of a class trained solely in the technical phase of their business.

Various plans have been proposed for the accomplishment of this object, among these the plan of increasing the number of apprentices. A common error in the discussion of this proposal is that of ascribing to the trade-unions responsibility for the assumed shortage of apprentices. An example of this error appears in a recent discussion of the subject by the San Francisco Chronicle, as follows:

Our development in manual skill has been sadly hampered by the foolish course of many labor unions in demanding restrictions in the number of apprentices, when the course which the interest of labor demands is to throw wide open the doors to all trades, but with the condition that the time spent and the opportunity given shall be sufficient to turn out workmen as thoroughly skilled in all branches of their trade as were turned out under the supervision of the ancient guilds.

The great lack in American industry is not machine hands trained to do one thing and nothing else, but thoroughly skilled mechanics, which the labor unions are not now supplying except as they absorb such as are "made in Germany" or elsewhere, and it is to ultimately provide such mechanics that the Society for the Promotion of Industrial Education is organized.

The condition here stipulated, namely, that the period of apprenticeship should be sufficient to "turn out workmen as thoroughly skilled in all branches of their trade as were turned out under the supervision of the ancient guilds," is now impracticable, at least so far as the unions are concerned. The utmost that the unions can insist upon is that the term of apprenticeship shall be long enough to enable the apprentice to become as proficient as the journeyman who teaches him. The so-called "foolish course" of the unions, in restricting the number of apprentices, is due in large measure to the difficulty of maintaining the condition here stated. In practice the demand for an increase in the number of apprentices is very often merely a demand for an increase in the amount of child labor, a thing of which there is already more than is good, either for the children or for the country. Under the existing circumstances, to "throw wide open the doors to all trades"

would simply result in increasing the amount of child labor, and ultimately in a lowering of the existing standard of efficiency. When employers generally display a disposition to accept the condition of apprenticeship stipulated by the Chronicle, there will be little need of any restrictions by the unions. Until then these restrictions will continue, in most instances, to be an absolute necessity to the maintenance of such efficiency as now exists.

The attitude of the labor movement on the general question of industrial education is authoritatively shown by the action of the recent convention of the American Federation of Labor. A representative of the Society for the Promotion of Industrial Education addressed the convention. At a subsequent session the Committee on Education reported upon the subject, as follows:

After an exhaustive, impartial discussion, your committee decided to record itself in favor of the best opportunities for the most complete industrial and technical education obtainable for prospective applicants for admission into the skilled crafts of this country, particularly as regards the full possibilities of such crafts, to the end that such applicants be fitted not only for all usual requirements, but also for the highest supervisory duties, responsibilities and rewards; and your committee recommends that the Executive Council give this subject its early and deep consideration, examining established and proposed industrial school systems, so that it may be in a position to inform the American Federation of Labor what in the Council's opinion would be the wisest course for organized labor to pursue in connection therewith.

Thus the labor movement of the country stands committed to the principle of industrial education, with the sole reservation that the system shall be practised in good faith, not merely as a cloak for the production of cheap, immature and inefficient laborers.

FOR PERSONAL LIBERTY.

Among the resolutions adopted by the recent convention of the California State Federation of Labor was the following, introduced by Delegate Ellison, Secretary pro tem. of the Sailors' Union of the Pacific:

Whereas, At the instance of the Sailors' Union of the Pacific, bills were introduced in the late regular session of the State Legislature, providing for the repeal of Sections 644 and 645 of the Penal Code of the State of California, which statutes respectively make it a misdemeanor to assist a seaman to "desert," i. e., leave his employment, and to "harbor a deserter," i. e., assist him in securing other employment; said bills being passed by both Houses of the Legislature, the latter bill becoming law, while the former failed to receive the approval of the Governor; therefore, be it

Resolved, By the California State Federation of Labor, in convention assembled, that we in-dorse, commend and pledge our support to the efforts of the Sailors' Union of the Pacific to have removed from the statute books of this State the last remnant of vested right or ownership in the labor of the seamen; to make the laws of this State conform to the Navigation laws of the United States, instead of acting as an obstacle and a hindrance to the exercise of the rights guaranteed to the seamen by the latter; and to have guaranteed to the seamen the benefits of the Personal Relations law now enjoyed by all the other workers of this State; further

Resolved, That we regard the failure of the Governor to sign the bill to repeal Section 644 of the Penal Code as due in part to the influence of certain employers, who deem it to their interest to secure the extension of the operation of this statute, which now only affects seamen, to the other workmen of this State.

The issue is thus squarely drawn between those who would extend the contractual-slavery laws governing the seamen to other classes of labor, and those who would abolish all forms of involuntary servitude, on sea and on land. Fortunately the latter are in a large majority; fortunately, too, they have the precedent of Federal legislation to support them in their fight for full and complete personal liberty. It only remains for the people of California to make their wishes known in terms

as significant as those adopted by the defenders of the old system, to convince the Legislature and the Governor that it "pays" to heed public opinion.

General Organizer Benson, of the International Seamen's Union of America, reports that the Firemen and Harbor Boatmen in New York harbor have agreed upon a plan to put into effect the decision of the recent Seamen's convention. This gives assurance of harmony and corresponding progress among the members of these branches of the craft. The result thus obtained is due in good part to the advice and assistance of Comrades Furuseth and Clark, who were directed by the Seamen's convention to act in the matter.

The Worker, of Sydney, N. S. W., and The Worker, of Brisbane, Queensland, issued Christmas editions which are creditable alike to the occasion and to the high standing of these publications among the labor press of the world. The JOURNAL extends its warmest congratulations to its contemporaries in the Island Continent.

Help the Retail Clerks to maintain decent hours of labor by doing your shopping early—that is, before 6 p. m. on weekdays and before 10 p. m. on Saturday and evenings preceding holidays. Don't do any shopping on Sunday.

If you are a "good union man," prove it by helping other union men. Demand the union label, and don't be put off with "something just as good."

For fair products of all kinds consult the JOURNAL's ad columns.

A FRIENDLY GREETING.

With the September 25th issue, the Coast Seamen's Journal celebrated its twenty-first birthday. As with individuals, this event is quite a momentous one. From swaddling clothes to apron-strings; from knickerbockers to full-length trousers, and then to grapple with the world with all the strength and vim of young manhood. With the Journal, its nursing-bottle period was short; in fact, it seemed to come forth with all the earmarks of a Genii, that no sooner were it loosened than it began to become a powerful factor in the world of fraternalism and brotherhood. Unflinchingly has it fought the battle for right; uncompromisingly has its attitude ever been for the betterment of conditions for those who follow the hazardous occupation of the sea. What it has been while growing to manhood's estate augurs well for the future. Editor Macarthur may well plume himself and the Journal upon its natal day; while the many thousands whom it represents have every reason to congratulate themselves upon the fact that as a "youngster" it certainly proved to be a "lusty" one, and that now, with the voting privilege, it will become a still more powerful factor in the cause of "Brotherhood of the Sea" and "Justice by Organization." Congratulations, Brother Macarthur.—The Chronicle, Cincinnati, O.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Jan. 13, 1908.
Situation quiet.

R. H. WALKER, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Jan. 7, 1908.
Shipping very dull.

JOHN THORMER, Secretary pro tem.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Jan. 13, 1908.
Shipping very slow.

DANIEL SULLIVAN, Secretary.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 20, 1908.
Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping very dull and prospects poor.
E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Jan. 13, 1908.
Shipping very dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Jan. 13, 1908.
Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 12, 1908.
Shipping and prospects poor.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Jan. 13, 1908.
Shipping improving.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Jan. 13, 1908.
Situation unchanged.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 12, 1908.
Shipping slack; prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 13, 1908.
Shipping dull; prospects poor.

HARRY COOK, Agent pro tem.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Jan. 6, 1908.
Situation quiet.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 16, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping dull.
EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Jan. 9, 1908.
Shipping very quiet. Agency elected two delegates to represent this Union at the coming convention of the Japanese and Korean Exclusion League, to be held in Seattle, February 3, 1908.
ARTHUR KNOWLES, Agent.

San Pedro Agency, Jan. 9, 1908.
Shipping poor; plenty of men ashore.
CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 17, 1908.
Regular weekly meeting was called to order at 8 p. m., Fred Swanson presiding. Secretary reported everything quiet. Communications from Seattle Agent, stating that the Washington State Federation of Labor in their annual convention decided to work for legislation against the catching of good fishes for fertilizing purposes, and to co-operate with the legislative committee of the International Seamen's Union of America in securing for the fishermen better protection under the maritime law. The Quarterly Finance Committee reported having found everything correct. February 7 will be nomination of officers for the ensuing year; there will also be elected one man from each district in Alaska to serve as a committee on wage scales and conditions for the coming season, and all members in port are requested to attend meetings hereafter.

I. N. HYLEN, Secretary.
93 Steuart St., phone Temporary 3600.

DIED.

Johann Richard Henkel, No. 1898, a native of Germany, aged 22, drowned from the schooner Okanogan, at sea, on January 7, 1908.

Charles McKen, No. 1765, a native of Germany, aged 40, died at San Francisco, Cal., on January 14, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

DELAY ON SOO CANAL.

A tremendous row is expected in Congress over the delay of the work of widening the Soo ship canal. Congress has appropriated \$3,000,000 for this enterprise, but the work has been held up because certain property deeded to the Government by the Chandler-Dunbar Co., one of the rival power canal companies, has been clouded by suits started by the Clergue interests and by the United States Government. The rivalry of these mighty corporations, the holdings of which aggregate perhaps \$15,000,000, has been a cause of trouble for years. The Michigan & Lake Superior Power Co. and the Chandler-Dunbar Co. have carried suits through several courts, and are now expected to take the attention of Congress and of the next Michigan Legislature.

A bill is expected at Lansing next year which will place the companies under ad valorem instead of specific taxes.

The fight in Congress will be over the delay in widening the ship canal, which is a Government project, while the power canals are private affairs. The canal will be greatly improved, and new locks added. This would prevent the frequent blockades, and be of great advantage in stormy seasons.

Senator William Alden Smith, whose attention was called to the matter during his summer visit to the upper peninsula, and other members of the Michigan delegation, are determined to do all that is possible to remove the obstacles to the widening of the ship canal.

The Chandler-Dunbar people, who seem to have the sympathy of the Michigan city of Sault Ste. Marie, fear that the Clergue interests, which are supported largely by Canadian capital, will move in this Congress to have the Chandler-Dunbar canal declared an obstruction to navigation. This, as the celebrated "Frye amendment" of the last Congress, was defeated in the Senate committee by a delegation of Sault Ste. Marie's business men. It is a last resort in a terrific fight made by the Clergue Company against the rival concern.

The Chandler-Dunbar Company was established at the Soo about twenty-five years ago. About fifteen years ago another company, the St. Mary's Water Power Company, was formed. The enterprise failed. About ten years ago the Michigan Lake Superior Power Company, generally called the Clergue corporation, was organized. It bought out the right of way of the St. Mary's Company.

The new concern, after a little trouble, secured from Congress the right to divert water from a certain point for a power canal, and this upon two conditions: The water of Lake Superior was not to be lowered below a certain stage, and nothing was to be done to injure any competing corporation.

The companies had no trouble until the Michigan Lake Superior Company tried to take possession of certain small islands claimed by the Chandler-Dunbar Company. It was driven off, but began suits of ejectment in the Michigan courts, and at the same time the Government instituted suit to test the title of the islands. The Chandler-Dunbar Company returned by a suit enjoining the rival company from taking water.

Several of these suits have been tried. The ejectment suits were won by the Chandler-Dunbar Company. A third suit may be instituted, however. The suit for title has been through the United States District Court and the Court of Appeals, and may now go to the United States Supreme Court.

During the last year, for the improvement of the ship canal under the appropriation of \$3,000,000, the Chandler-Dunbar Company deeded the contested islands to the Government. A deed for the claim in ejectment was asked from the Clergue corporation, and this was given in August. However, the cloud is still on the title until the Government dismisses its own suit. Moreover, the Interior Department has done nothing as yet on the approval of the quit-claim deeds.

MONTREAL CANAL TRADE.

The canals at Montreal have had the most successful year in their history. In the number of vessels passing through, in the amount of general merchandise carried, in the number of passengers traveling on river steamers, and most particularly in the amount of grain transferred from the west to the harbor of Montreal, this season marks a tremendous increase over the figures of any previous year.

The transportation of wheat, of premier importance in the records of the St. Lawrence Canal revenue returns, reached a total of almost double the number of bushels carried down last year, while the total for corn, though not so great, was almost triple last year's figures. Under the grain heading the only decreases in totals were in barley, flaxseed and flour, and these were very small in proportion to the whole amount of each carried.

In total tonnage the increase amounts to almost 200,000 tons.

The principal shipments of the season are as follows:

	1907	1906
Wheat, bushels.....	16,444,938	8,411,165
Corn, bushels.....	3,770,869	1,406,846
Peas, bushels.....	8,689	6,875
Oats, bushels.....	3,219,565	2,109,833
Barley, bushels.....	423,519	770,126
Rye, bushels.....	81,000	25,000
Flaxseed, bushels.....	1,757,808	2,694,452
Flour, barrels.....	46,227	76,171
Eggs, cases.....	11,471	6,937
Butter, cases.....	4,848	3,552
Cheese, cases.....	242,681	223,558

The returns for passenger traffic are somewhat surprising, in view of the late coming of the summer weather and the general inclemency which prevailed, two reasons which were expected to cause a decrease. Instead of that, however, the figures of last summer are bettered by upward of 15,000.

The big freight steamer building at the Ecorse yard of the Great Lakes Engineering Works for M. A. Bradley and others, will be christened M. A. Bradley. The boat will be launched next month.

The United States Steamboat Inspectors will meet in Washington on the third Wednesday in January.

DECISION FAVORS POOL.

The Court of Appeals has decided against Spencer Kellogg in his famous suit to break the railroads' elevator pool at Buffalo.

Mr. Kellogg sued the Western Elevating Association and the trunk lines east of Buffalo and charged them with conspiracy to kill his grain business at the foot of the Lakes by operating their elevator pool at Buffalo to discriminate against the Kellogg elevators and divert business from them to the elevators which the railroads themselves own. The Buffalo Express says:

The suit has been in the courts eight years. It began in 1899, when Mr. Kellogg asked damages of \$100,000. At the first trial, which was held in Buffalo in 1900, Mr. Kellogg was nonsuited and the action was thrown out of court. The appellate division of the Supreme Court reversed that and ordered a new trial.

The second trial was a victory for Mr. Kellogg. It allowed him damages which he claimed had accrued to the time he began the suit, which are said to have been computed at about \$6,000. The railroads took that to the appellate division and Mr. Kellogg was upheld there.

The victory was regarded as one that broke the elevator pool, as it practically sustained the complaint that the railroad pool was injuring Mr. Kellogg's business. The railroads promptly appealed, however, and the Court of Appeals has reversed the lower courts.

Mr. Kellogg still has another action pending against the railroads on practically the same complaint. It is now before the Public Service Commission, and a decision is expected any day. When Mr. Kellogg beat the railroads in the appellate division, and they went to the Court of Appeals, he claims their alleged discrimination did not stop, and he complained to the Public Service Commission.

HIGHEST FREIGHT OF SEASON.

The steamer Yale, which brought down the last cargo of grain, got the best rate that was paid during the past season. She sailed from Duluth on December 12 with 194,000 bushels of wheat, and the freight was 4 cents a bushel. The Yale was being laid up at Duluth when she was chartered. She had to buck through seven inches of ice in the Soo River and was leaking some when she reached Buffalo, but her cargo was not damaged. Grain cargoes are working out in pretty fair shape at Buffalo, and up to date very little damaged grain has been reported. The steamer L. S. de Graff with her record cargo of 421,000 bushels of wheat was only short thirty-nine bushels. A local steamer that loaded at Fort William had an overrun of about 400 bushels. That is something unusual, as the vesselmen have had considerable trouble on account of shortages in Canadian cargoes.

Ore is slow going forward from the docks to the furnaces and most of the dockmen report light shipments. Stocks of ore at Lake Erie ports will be much heavier on January 1 than they were a year ago. Some of the boats are still holding ore cargoes.

CREW SAIL FOR HOME.

The crew which brought the new Canadian Pacific passenger steamer Keewatin from the shipyards in Scotland to finally place her in winter quarters at Owen Sound, on Christmas Day, have embarked for their homes on the Clyde after a trip replete with novelty.

They not only broke all records in bringing the steamer, built for Lake service, across the ocean, but they shattered all Lake records as well when they took the passenger steamer the length of the Lakes in midwinter.

The men had expected to be home for Christmas, but the experience which they will be able to relate to their highland brethren will more than make up for their disappointment in this regard.

The vessel was brought across the ocean, cut in two at Quebec and towed through the narrow passes of the St. Lawrence, Lake Ontario and Lake Erie to Buffalo in two sections. There the ship was reunited, but so much time was consumed in the work that it was well past the middle of December before she was ready to sail for Owen Sound to join the remainder of the Canadian Pacific fleet.

Chief Officer Johnston, who navigated the ship to Buffalo, was unfamiliar with the Upper Lake channels, but every officer in the C. P. R. fleet was anxious to sacrifice his Christmas dinner at home to accompany the vessel on her trip. The command, of course, fell to Commodore E. B. Anderson, but the other captains even then were not satisfied to be left behind, and they were allowed to fill the minor berths for the trip.

The Scotch crew embarked at St. John, N. B., very much pleased with themselves and the hospitality which had been accorded them by the American inland sailors.

REPAIR WORK AT TOLEDO.

With a fleet of twenty-two vessels in ordinary, every one of which will receive repairs of one kind or another, the Toledo Shipbuilding Company plant has all that it can do during every moment of time until the boats start out again in the spring.

In the fleet are: Steamers Calumet, Cherokee, John B. Cowle, Henry Cort, United States, Essex, Sir William Fairbairn, S. F. B. Morse, Nottingham, Rensselaer, Sinaloa, Lyman C. Smith, L. C. Smith, Monroe C. Smith, Wilbert L. Smith, J. H. Wade, Yuma and Zenith City; barges Chipewa, Marsala, Roebbing, Sagamore and Santiago.

All of the fourteen boats in the following list will be docked: Steamers Calumet, Cowie, Cort, Essex, Fairbairn, Morse, Nottingham, Rensselaer, Sinaloa, Lyman C. Smith, Monroe Smith, Wilbert Smith, Wade; barge Santiago. It will not be necessary to place the other vessels in the drydock in order to make the necessary repairs.

Two or three of the big Lake fleets are well represented at the yards. There are five steamers and two barges of the Pittsburgh Steamship Company, six steamers of the United States Transportation Company fleet, one steamer and a barge of the fleet managed by Pickands, Mather & Co.

In figuring up matters at the yard it is found that this year there is an aggregate tonnage of 55,000 there, compared with a tonnage of 29,000 last winter.

MIRACULOUS ESCAPE.

The same unaccountable confusion of thought which prompts people at a fire to throw the plate glass mirror out of the third story window while they carry the feather bed carefully down stairs must have taken possession of some one on the tug Dowlings, which recently went down at Washburn, and caused them to throw overboard boxes each containing fifty pounds of dynamite and caps. That those on the tug at the time live to tell the story is the remarkable part of it.

The scramble to remove everything portable from the tug was a lively one as she was rapidly filling with water, and the boxes of dynamite, taken aboard at Duluth for emergency in breaking heavy ice, went over with the rest of the cargo. They were later found safe and sound on the firm ice near the tug.

That the crew and two passengers are safe in Duluth instead of being strewn in fragments in the vicinity of the scene of the disaster is considered a miracle.

The steamer J. H. Devereaux, which was sold by Duluth parties to Captain Woodside of San Francisco, will not go to the Pacific Coast. The Devereux left Duluth several months ago for San Francisco, but Captain Woodside sold her at New York for \$90,000.

The steamer L. S. DeGraff was thirty-nine bushels short in her record-breaking grain cargo of 421,000 bushels of wheat.

The Dunham Towing and Wrecking Company was awarded the contract for the winter crib work at Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis. 133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y. 55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O. 87 Bridge Street
Telephone 552.
CLEVELAND, O. 81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O. 719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH. 7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS. 515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS. 1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH. 108 Third Street
OGDENSBURG, N. Y. 40 Ford Street
FT. WILLIAM, ONT., CANADA. Box 235
KINGSTON, ONT., CANADA. (Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS. 725 Quay Street
ERIE, PA. 107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O. 922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL. 9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O. 510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

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Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Mich.
Sturgeon Bay, Wis.
Superior, Wis.
Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Peiper Heideick, Joe Walcott, Big Bear, Diamond D, El Tiladdo, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roeloff & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kalser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Pianos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Ames Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

LONDON'S IMMENSE ARENA.

Nothing more extraordinary, as a constructive feat, is to be seen just now in London than the city within a city, which is rising as rapidly as Aladdin's palace on the open spaces at Shepherd's bush. Astounding advances have been made in the last few months in the erection of the huge constructions that cover 140 acres of what was desert land less than twelve months ago.

Eight spacious halls, each 400 feet by 70 feet, are already outlined in steel, iron and concrete. For many the external decorations have already been affixed to the fire-proof structural walls. Two hundred and fifty thousand square feet of floor space has been roofed over for the machinery hall alone. Other palaces are rising rapidly for education, fine arts, music and woman's work.

In its present condition, with only the two great segments finished at each end of the mighty ellipse, the Olympic arena irresistibly reminds the spectator of the Coliseum, as that venerable monument of Imperial Rome now looks in the splendor of its majestic ruins. But the Coliseum, with all its tiers of arches, could be easily contained within the completed arena of to-day.

The Stadium of modern Athens, seats and all, could be built within the space of grass that forms merely the center of London's latest marvel. The amphitheatres of Nimes and Arles could be hidden away at one end of the Shepherd's bush arena and scarcely interfere with its proportions. Some 80,000 people will be able to sit around its spacious seats and watch the greatest athletic gathering the world has ever seen.

According to reports from the various countries interested in sports in all parts of the world, the assembly of athletes will be the greatest, both in quality and quantity, that ever competed for international honors. France, Germany, Greece, the United States and many other nations, aside from England and the British colonies, will be represented by a host of entrants, skilled in strength, speed and endurance, and the winner of any special event can well be termed the champion of the world in his particular specialty.

The Olympic games will be held under the auspices of the British Olympic Council. The American committee, which has been appointed in accordance with the wishes of Lord Desborough, as president of the Olympic Council, is a representative one, the honorary president being Theodore Roosevelt, President of the United States; Caspar Whitney, president, and Julian W. Curtis of Yale, treasurer.

No athletes of the United States will be permitted to compete in the Shepherd's bush stadium through an individual entry. He must be a member of the American team and entered as such by the American Olympic committee. Only native-born or naturalized Americans, either residents of the United States or having migrated to foreign countries within recent years, will be eligible for the team.

While it is not likely that any of them will be used, the United States has quite a few athletes in England itself, who, in case of necessity, or in the event of their showing such class that they would be entitled to places in the team, can be called upon to compete under the Stars and Stripes at the Olympic games—the Rhodes scholarship

men. Under the ruling of Lord Desborough these men are eligible. None of these Rhodes men are world beaters, but in inter-collegiate meets they have been placed well most of the time.—New York Evening Post.

SALARIES OF CONGRESSMEN.

An election to Congress will be regarded henceforward as much more desirable than ever before, thanks to the recent increase of the salaries of members by 50 per cent. Seven thousand five hundred dollars a year is an income large enough to furnish a strong attraction, independently of the glory to be gained through the exercise of an opportunity to legislate for the Nation.

As a matter of fact, there was small justice in the plea that \$5000 was not an adequate salary for a Congressman—a fact which becomes manifest when it is considered that the work required extends over only six months in the year, the balance of the twelvemonth being so much leisure available for utilization in other activities. Thus, for example, the lawyers in the House of Representatives devote their time between sessions, as a rule, to the practice of their profession.

In urging the passage of the bill to raise Congressional salaries, one argument used was that Washington was an expensive place to live in. The truth is, however, that such is very far from being the case. Apparently the Capital City has acquired this reputation through the circumstance that people are constantly going thither on holiday-making trips from all parts of the country. When they get home they count the cost and say, "Goodness me! What an expensive place Washington is!" But such trips always do cost a great deal of money, no matter where one goes, and certainly food costs no more in Washington than elsewhere, while rents are extraordinarily low—handsome houses in the fashionable section being easily obtainable for \$50 a month—and the wages of servants are a third less than in Philadelphia or New York.

There is a widespread popular impression to the effect that Congressmen are obliged to keep up a fashionable position in Washington. Nothing, however, could be further from the truth. Senators and their families are "somebody" if they choose to be, and happen to have money to spend in entertaining; but members of the House as a rule are not encountered in the fashionable drawing-rooms of the capital. Most of them live in very modest quarters in hotels, and to scenes of social festivity they are strangers, unless it be a reception at the White House. There are a few Representatives who are conspicuous in the society of Washington, but the fact has nothing to do with the circumstance that they are in Congress.

The necessary expenses of Congressmen are cut down to a minimum. Not long ago each Representative was provided by the Nation with a secretary at \$100 a month; and at the present time two great apartment houses are in process of erection, at a cost of \$5,000,000, one for the Senate and the other for the House, in which luxurious private rooms will be set aside for the use of every Legislator.—Rene Bache in Lippincott's.

Demand the union label on all products.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

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SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
PORT TOWNSEND, Wash., 114 Quincey St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., 821 Alakea St., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Steuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Or., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Or.
ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Harold Olsen is requested to send his address to his brother, G. I. Olsen, 1069 Hampshire St., San Francisco. The latter wishes to communicate with the former on matters of importance.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienkrantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

THE LABOR PRESS.

Of all agencies that stand for the cause of trade unionism, the labor paper is in the front rank. Whether published weekly or in magazine form, monthly, it is all the year round the champion of Organized Labor.

The labor advocate is always "on guard." It is ever fighting the battles of the cause.

And in these days of the Van Cleaves, the Posts, the Parrys et al, there is always work to be done.

But it is not its militant aspect alone that renders the trade-union publication valuable. Its educative features must not be overlooked.

The labor paper voices the sentiments and policies of organized workingmen; and courts, professional and business men everywhere learn through its columns what are the demands of Organized Labor.

And these demands are maintained by argument, illustration, and appeal; by citing facts and figures to demonstrate that the unionized toiler asks for nothing but what is just, reasonable and proper.

The labor paper is not alone the warrior of the movement—it is the attorney of the movement as well.

The "Power of the Press" is a proverb, and in no realm of activity is the application of that proverb so pronounced as in the labor movement.

Notwithstanding all this—and a score of other things that might be cited to show the power for good of the labor press—it is to be regretted that these papers do not receive the support they should.

Many a trade unionist, who is zealous in all other matters affecting the movement, betrays indifference when it comes to the maintenance of his labor paper.

It is a fact—deplorable in every sense of the word—that many men in the movement for years can not point to a single one of those years that shows a paid-up subscription to their labor paper.

This ought not to be.

Every member of a labor organization should be a subscriber to his or her labor paper.

Preferably, organizations should subscribe in a body—the total membership of the union should be on the subscription books of the labor editor. As examples of this substantial and gratifying patronage, the cities of Cleveland and Washington, D. C., may be cited.

Remember, when you subscribe for your labor paper, you are not enriching any man or set of men—you are helping the cause of Organized Labor by lending support to the advocate of that cause.

And you have your labor paper at your home every week.

You get all the local labor news—the doings of Central Labor Council, the various unions, and anything of interest pertaining to individual members of those unions and their families.

You get the important labor news of the country, as well as the interesting items from foreign countries.

You get the comments on those happenings.

In short, you get an up-to-date, first-class labor paper. And in the case of the Chronicle, your home paper, you get what President Samuel Gompers, of the A. F. of L., designated as "one of the greatest labor advocates in the country."

Praise from such a source is praise indeed! The year is just beginning.

The season of resolving has not yet passed.

Why not now resolve to remedy your past delinquencies and—

Subscribe for your labor paper?

And resolve to keep up that subscription so long as you remain in the labor movement?—The Chronicle, Cincinnati, Ohio.

ALASKA AS AN ASSET.

The fact that Alaska is expected to roll up a total of \$26,000,000 or \$28,000,000 in gold production in the calendar year 1907, and thus take the first place among the gold-furnishing localities of the United States, will call attention anew to the necessity for Congress to deal in an enlightened way with that community. Alaska needs a full territorial government, so as to give her people as much self-rule as the residents of Arizona and New Mexico have. President Roosevelt urged this in his message to Congress. But he urged the same thing in two or three previous messages, and Congress paid very little heed to him.

In 1906 Congress passed an Act which made a short step toward granting Alaska the relief which it seeks. Under this Act a delegate to Congress was chosen, and he is in Washington to speak for his locality. But full territorial government was not granted. The people of that locality have virtually no voice in the management of their own affairs. To a large degree they are still governed from Washington. The need to confer on the Alaskans some of the privileges enjoyed by the people of the two territories in the Southwest is so obvious that the President's appeal ought to be heeded, even in a session which has started out with the avowed purpose of doing very little work beyond the routine measures necessary to keep the wheels of government in motion.

Alaska has made a much larger contribution to the wealth of the United States than is commonly realized. It has, in the forty years in which it has been under our flag, furnished products to us of a value exceeding \$200,000,000. And her capability in that direction is only vaguely guessed at. Her labor troubles in 1907 prevented her from reaching the \$30,000,000 mark in gold production which had been predicted at the beginning of the year. She will lead Colorado, however, and thus go to the front among the gold-bearing localities of the United States. Territorial government would make Alaska more attractive to settlers, would send additional capital into that region and would open new avenues for American enterprise in the far Northwest.—St. Louis Globe-Democrat.

All the Czars of Russia have been crowned in the Kremlin in Moscow, the treasury of which contains the most historic jewels and the choicest plate now owned by the Russian crown. There is \$600,000,000 worth of gold, silver and precious stones in that treasury. Among the more notable items are basins of gold as big as a small bathtub and two card tables entirely of solid silver.—Chicago Journal.

The wreck record of the Baltic Sea is greater than that of any other body of water in the world. The average is one a day throughout the year.

ALASKA'S COPPER OUTPUT.

Alaska produced 8,685,646 pounds of blister copper in 1906, an increase of more than 3,500,000 pounds over the output for 1905. The mine production during the year, although well in advance of that for 1905, was much less than the smelter production, for a considerable part of the smelter output of 1906 was derived from the ores mined in 1905.

The product came chiefly from Prince of Wales Island, in the Ketchikan district of Southeastern Alaska, where the only two smelters of the Territory are located. Both of these smelters were blown in near the end of 1905, but one of them was out of blast for a considerable time in 1906. Both plants do some custom smelting and thus procure siliceous material to flux their own basic ores. Part of this siliceous ore came from British Columbia, but developments of siliceous copper ore at Maple Bay, Portland canal, furnish much of it and make future importations unnecessary. Some ore from this region was shipped to the Tyee smelter on Vancouver Island, and the resulting matte was forwarded to the United States for conversion. Both ore and matte from Prince of Wales Island were also shipped to the smelter at Tacoma, Wash., and to the Britannia smelter on Vancouver Island, where they were transformed into blister copper. The ore of this district is not of high grade, the copper yield as a rule being a little over 3 per cent. Precious metal values are low. Supplies are costly. Wages are high and successful operation under these adverse conditions is noteworthy.

The second important copper district of Alaska embraces the country around Prince William Sound, and shipments in 1906 were made from two mines, one at Ellamer, southwest of Valda, and the other at Latouche Island. Most of the ore sent out during the year averaged 7 to 8 per cent in copper. It carries a little silver, a moderate amount of silica, and is rather low in iron and alumina. A number of other copper prospects in this region will probably prove valuable.

The third copper region of the Territory is along Copper River, in the vicinity of Mount Wrangell, and especially near Chitina River. The ores of this district received considerable attention in 1906, the most important work being done by the Guggenheim Exploration Company. Railways connecting this district with the coast at Seward and at Valdez will probably be completed in the near future, and if the deposits of the district develop as favorably as is at present expected the copper production of Alaska will be so greatly increased as to become an important part of the total output in the United States.

A report on the production of copper in 1906, prepared by L. C. Graton, geologist, has just been published by the United States Geological Survey as an advance chapter from "Mineral Resources of the United States, Calendar Year 1906." Copies of this report may be obtained without cost by applying to the director of the survey at Washington, D. C.

Immense figures were handled easily at the general convention of the Episcopalians, it being shown that the total resources of the church for 1907 for all purposes were \$52,257,219, as compared with \$47,005,405 in 1904.

Labor News.

It is considered probable that Congress will grant Hawaii special permission to import white laborers for several years, in order to meet the needs of that Territory for plantation workmen.

Between 3000 and 4000 Illinois Central Railroad employes have been dropped from the company's payrolls on account of the financial situation, as announced by J. T. Harahan, President of the road.

Morris I. Swift, a member of the Socialist Labor party, led 300 unemployed men to the Boston City Hall recently, and presented to Mayor Hibbard a set of resolutions asking that the city give them work.

The authorities at Muncie, Ind., recently gave notice to A. L. Behner, First Vice-President of the Amalgamated Association of Street and Electric Railway Employees, the members of which are on strike, to leave that city.

Labor conditions in the Panama Canal Zone will be investigated by Secretary T. J. Dolan, of the International Association of Steam Shovelers and Dredgemen, under instructions of the Association, in convention at Chicago.

More than 800 mill operatives who have been out of work since Christmas returned to work recently, when the Belding Brothers' silk mill and the Northampton Cutlery Company, of Northampton, Mass., resumed operations.

The board of arbitration appointed to arrange the dispute between the Grand Trunk Railway Company and its telegraph operators announced its findings at Toronto, Ont., on January 10, granting an increase in wages and allowance for overtime and Sunday work.

Arthur Hay, formerly representative of the International Typographical Union in Los Angeles, has been appointed special representative of the American Federation of Labor in that city, for the purpose of conducting the campaign against the non-union shops.

United States Senator Knox of Pennsylvania, who has taken much interest in the litigation growing out of the Employers' Liability Act, which was recently declared to be unconstitutional has introduced a bill which is intended to remedy the defects in the present law.

The Employers' Liability Act was declared unconstitutional by the United States Supreme Court on January 6. The decision was announced by Justice White, the court standing five to four against the law. Even among the five who voted not to sustain the statute there were different shades of opinion.

Organized labor has taken up the problem of finding relief for the 125,000 persons said to be out of work in New York City. It is expected that an appeal will be made to city, State and National Governments to assist with special emergency funds, and by giving work to some of the thousands who are out of employment.

Justice Gould, of the Supreme Court of the District of Columbia, on January 10, overruled a motion made by the American Federation of Labor to amend the Court's order in the case of the Buck Stove and Range Company of St. Louis, in which the Court recently temporarily enjoined the Federation from placing the company on a boycott and unfair list.

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INFORMATION WANTED.

August Schroder and Emil Albrecht, natives of Germany, are inquired for. Address, Coast Seamen's Journal.

William Peters, who left the Atlantic Coast about 2 years ago, is inquired for. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Henry or Heinrich Freerks, a native of Bremen, Germany, aged about 21, left the U. S. Revenue Cutter Grant, on Nov. 2, 1906, at Port Townsend, Wash., and has not been heard from since, is inquired for by his sister. Address, Coast Seamen's Journal.

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Seattle, Wash., Letter List.

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Ager, Johan	Johnson, Herman
Ahrens, A.	Johnson, Frederick
Akesson, H.	Kahlbelzer, F.
Alness, Johan	Karlson, Victor
Allender, H.	Kammer, G.
Anderson, James	Karlson, G. -622
Anderson, H. M.	Karsberg, C.
Anderson, W. -141	Kahlstedt, A.
Anderson, A. -1520	Karspersen, K.
Anderson, F.	Karlson, A.
Anderson, L. F. -735	Kanfold, Ed.
Anderson, Andrew	Kalning, J.
Anderson, Chas.	Kinlock, W.
Anderson, A. B.	Klahn, C.
-1082	Klemmensen, C.
Anderson, K. A.	Knubedal, P.
Anderson, J. -760	Krentz, K.
Anderson, Aug.	Kristiansen, S. -899
Anderson, A., -1057	Kristiansen, E. -901
Aanonon, M.	Kristiansen, Gustaf
Baxter, W. J.	Krummerlove, O.
Barnach, H.	Kusul, V. J.
Baker, E.	Lacey, F. E.
Berge, H. M.	Larsen, Einar
Buellague, O.	Lang, Chas.
Bertelson, Alf.	Larsen, F. -1099
Berg, Albert	Larsen, C. -1932
Bernard, S.	Laix, U. E.
Bee, C.	Larsen, A. L.
Bjork, A.	Lersch, Paul
Billington, M.	Lee, Oscar
Bianca, F.	Lewis, Geo.
Bjornholm, H.	Lemke, Carl
Blomberg, G.	Lepp, P.
Blomquist, H.	Ledgett, J. A.
Bohlman, W. -630	Lersten, J. O.
Brown, Jack	Lindberg, John
Bregning, Walter	Lind, Gustaf
Brant, Otto	Lindberg, Aug.
Bylander, B.	Lillio, F. P.
Bunderson, J.	Lindman, H. E.
Buttgerit, L.	Lupman, Th.
Carlson, M.	Lubeck, R. A.
Carlson, Jacob	Mason, S.
Carlson, Hans	Martinson, Karl
Castineyo, M. P.	Mayers, P. M.
Cholard, E.	Martinson, E.
Christensen, Jens	Malmquist, J.
Chevallier, V.	Masterson, D.
Cowd, C.	Manlon, James
Dauherg, R.	Marz, H.
Daugal, G.	Martinson, F. -845
Dinwood, J. H.	Mattson, Eric
Dorecks, C.	McClure, P.
Doran, E.	McArthur, L.
Eklund, P. H.	Metzi, G.
Ellingsen, H.	Meinseth, A. O.
Ellingsen, P. -568	Mikeleit, E.
Ellefson, M.	Miller, W. J.
Englund, R.	Moran, H.
Englund, L. F.	Muller, P.
Englehardt, Edw.	Murry, John
Eriksen, Axel A.	Nelson, Chas. -906
Erling, Emil	Nelson, N. -827
Eriksen, Eneuald	Nelson, K. E.
Esterberg, Gustaf	Nelson, E. S. -731
Evensen, Arnt.	Nelson, C. J. -885
Fitzgerald, Harry	Nelson, E. -126
Flynn, P.	Nashis, P.
Forslund, W.	Norris, J. E.
Follis, Geo.	Nyberg, E.
Fredricksen, Und.	Ojestedt, S. A.
Friskce, C.	Olsen, O.
Frankenberg, V.	Olsson, J. O.
Fredriksen, W.	Olsen, Anton
Fynn, Adolf	Olsen, Louis
Gamber, Jas.	Olsen, Edward
Garbers, H.	Olsen, Thos.
Garten, O. A.	Olsen, Just.
Gartsen, F. J.	Olsen, Otto
Garnier, L.	Olsen, Harry
Gabrielsen, Gus.	Olsson, Kaurin
Gent, A. C.	Olsson, B. -597
Ginstrom, F.	Olsen, Raynold
Gibbens, W. G.	Omholt, L. T.
Groger, Otto	Onfroy, M.
Gruncok, I.	Osterholm, J. W.
Gunderson, Andreas	Owens, J. H.
Gutman, A.	Paulsson, O. -1183
Gunther, M.	Palmer, J. H.
Gustafson, K.	Pederson, O. P.
Hagen, C.	Pettersen, Eric
Hayden, A.	Pederson, Hans
Hakensen, J. -1602	Pettersen, J. M.
Hansen, Pete	Pederson, O. A.
Haarsgaard, C. A.	Persson, H.
Hansen, I. T.	Pennell, J. W.
Hansen, Maurin	Pel, J. V.
Hardy, W.	Persson, B.
Hansen, J. W.	Pedersen, A. L.
Halvorsen, Martin	Pedersen, K.
Hansen, H. C. P.	Penningrud, L.
Hansen, Theo.	Palson, Carl
Hansen, Johan P.	Polge, L.
Halberg, O. R.	Pommel, A.
Hansen, H. O. T.	Quistgard, C.
Hauan, Lauritz	Quitske, R.
Hermansen, Frauts	Rahm, C.
Heimroos, G.	Rahm, S. A.
Hill, G. -567	Rasmussen, F.
Holm, John	Reynolds, Thos.
Hogberg, W.	Reiman, C.
Holmes, F. A.	Rigoulot, B. A.
Hofslund, M. B.	Rorhus, O.
Hultherg, E. J.	Robertson, M.
Hubscher, W.	Rose, W. H.
Iversen, S. B.	Rundquist, O.
Isaksen, H.	Ronstad, H.
Jacobson, J. Alf.	Samuelson, E.
Jacobson, Johan	Samuelson, T.
Jach, Paul	Sauer, A.
Jacobson, Hans	Samuels, John
Jacobson, J. P.	Sarin, K.
Jensen, J. -1634	Schundien, J.
Jensen, E. -1293	Scherlan, R.
Jensen, S. G.	Schade, -1610
Jensen, Carl	Scott, Alf.
Jensen, Karl E.	Schubert, M.
Johanson, H. -2126	Seegren, J.
Johanson, Carsten	Sell, W.
Johanson, Olaf K.	Seddon, R.
Johanson, Alf. -1190	Sjppel, P.
Johanson, T. P.	Selenski, P.
Johanson, Johannes	Slemers, B.
Johnson, Dan	Sllow, O.
Johnson, C.	Sivertsen, S. E.
Johnson, J. J.	Simonsen, B.
Johnson, F. E.	

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Stander, E.	Valentine, G.
Storr, W. T.	Vanous, Geo.
Steine, I. L.	Vidot, W.
Steen, Ivar	Woodhull, C.
Stuhr, H. M.	Wilhelm, H.
Storness, A. O.	Wilson, Sanford
Steele, Joseph	Wickman, P.
Swenson, Otto	Wallace, A.
Swensson, B.	Wenecke, A.
Taylor, Ed.	Walker, A.
Taylor, Fred	Wold, J. J.
Thompson, C.	Waldroth, C.
Thorsen, Tage	Williamson, A.
Tiesing, Ed. A.	
Tighe, T.	
Tasmoen, M. A.	
Torjusen, G. T.	Yulmin, S.
Tornquist, M.	Yunger, O.

Portland, Or., Letter List.

Andersen, Fritzof	Kristoffersen, Emil
Andersen, Geo. Chr.	Kaderhecht, Alf
Andersson, A.	Karlsson, A. M.
Arras, Moritz	Lindstrom, Emil
Andersen, Simon E.	Larsen, F. -1113
Bjorkman, Chas.	Lyche, Harris M.
Bluhm, Peter	Lindeman, A.
Bauwens, Edemon	Lang, G.
Benson, John T. -143	Le Fevre, Louis
Bergh, Edw.	Lange, F.
Bakke, C.	Lettre, Honore
Bostrom, Nils A.	Maack, Hans
Bartels, H.	Marks, S. W.
Cone, Pierre	Nelson, Chas.
Dalton, Thomas H.	Nilsen, Edvin
Dahl, John	Nordstrom, Knut O.
Ehlers, Henry	Nurmi, E. W. -865
Elving, Gust	Nurminen, J. V.
Eliassen, O. E.	Olson, Albert
Eckerlén, Frank	Olson, Olaf
Goethe, Viktor B.	Olsen, Arthur G.
Griell, Bernherdt	Ordig, Bruno
Gustafson, A.	Pettersen, John
Hennriks, Goss	Pettersen, Harold
Hansen, Hans Ch.	Pettersson, Gustaf E.
Hansen, John	-1018
Hansen, Harold	Petersen, Ed.
Hansen, H.	Rosbach, Walter
Hansen, George	Raetz, Aug.
Hanson, Aldan	Rosenvold, Isak
Haagensen, Martin	Russell, Ed.
Hartman, Karl	Selander, Gus.
Ivers, John	Staa, Louis
Jakobsen, Ole	Swanson, Ivar
Jacobsson, John	Smith, Max
Jansen, Haral L.	Tyrholm, Johan
Johannessen, Hans	Thomson, John
H.	Tornbeck, R.
Jensen, Hans	Vincent, Joseph
Janson, Oscar	Wilsen, Anders
Johansen, F. B.	Waltner, M.
Johanson, A. J.	

Eureka, Cal., Letter List.

Andersen, Olaf	Johansen, Hans
Andersen, S.	Johnsen, J. -25
Bostrom, C.	Knafl, Fritz
Carlsson, Oscar	Knudsen, Jacob E.
Christensen, M. O.	Niccolai, Sant.
Ekwall, Gust A.	Nylund, Sven
Floure, Georges	Reinolt, E.
Gustafson, Edward	Shuils, Christ
Gunther, Theo	Svensen, Olaf
Hjart, Knut	Thorensen, Petter
Jensen, Hans	Torgersen, J.

TACOMA, WASH.

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Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
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anything in newspapers, store or otherwise.

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Pt. Townsend Letter List.

Encbom, Carl R.	Larsen, Anton
Eliassen, C. E.	Larsen, L. K.
Evans, Stanley	McLennan, Donald
Grew, Jorgen	Olsen, Alfred
Heine, C.	Stachenssen, C
Helms, William	Syvretsen, Syvaret
Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

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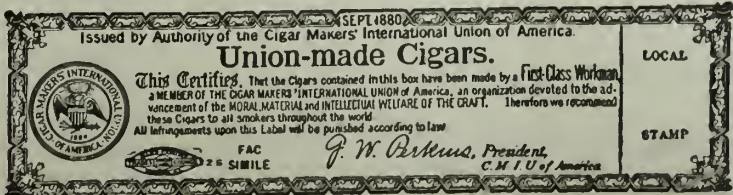
That the best made shoes—the shoes made under the best manu-
facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.

Ask your dealer for Union Stamp Shoes, and if he cannot supply
you, write

BOOT AND SHOE WORKERS' UNION,
246 Summer Street, Boston, Mass.

SMOKERS

See that this label (in light blue)
appears on the box from which
you are served.

**Home News.**

Nearly 200 persons, mostly women
and children, were burned to death, in
a fire which destroyed the Rhoades
Opera House, at Boyertown, Pa., on
January 13.

It is the hope of the American Gov-
ernment, as expressed by the Admin-
istration, that American provisional
supervision of affairs in Cuba may be
ended in the spring of 1909.

The Tennessee Railroad Commis-
sion on January 17 unanimously
adopted a resolution ordering all rail-
roads in the State to put on a 2½-
cent flat passenger rate on April 1
next.

Railroads of the United States and
Canada have 206,800 freight cars in
excess of business demands, accord-
ing to a statement issued by the car
service committee of the American
Railway Association.

United States Senator Gore of
Oklahoma has introduced in Congress
a joint resolution providing that no
person shall be eligible to be elected
President of the United States for
more than two terms in succession.

More than 500 warrants for the evis-
tion of tenants participating in the
strike for lower rents were issued on
January 6 in the Municipal Court of
New York City. The papers authorize
immediate eviction of the tenants
against whom they are drawn.

Service in the new tunnel by which
subway trains were run from New
York to Brooklyn was opened on
January 9 and was more than ample
to carry the early morning rush of
passengers from Brooklyn to the of-
fices and stores in Manhattan.

De Lars, one of the four alleged
Mexican revolutionists who have been
confined in the Los Angeles (Cal.)
county jail for several months in con-
nection with charges of conspiracy
against the Diaz Government, was re-
leased from custody on January 8.

United States Attorney-General
Bonaparte has directed the various
United States attorneys to institute
suits against a large number of rail-
road companies to recover penalties
incurred by them for alleged viola-
tions of the safety appliance law.

Benjamin D. Greene and John F.
Gaynor were taken to Atlanta, Ga.,
on January 8, to be placed in the
Federal penitentiary to begin four-
year sentences for embezzlement of
Government funds in connection with
Government work in Savannah har-
bor.

A petition for support for the bill
for the admission of New Mexico to
separate Statehood was received at
Washington, D. C., recently in the
form of a letter from Chairman W. S.
Hopewell of the New Mexico State-
hood League to Representative Fuller,
of Illinois.

United States Senator Lodge has in-
troduced in Congress a joint resolu-
tion reducing China's indemnity bond
incurred as a result of the Boxer
trouble of 1900 from \$24,440,778 to
\$11,655,492, with interest at 4 per cent,
payment of the amount being remitted
as an act of friendship to China.

The local Immigration inspectors
at Victoria, B. C., have received in-
structions from Ottawa that immi-
grants will be prohibited from land-
ing, unless they come from the coun-
try of their birth or citizenship on
continuous journey and on through
tickets purchased before starting. This
will exclude Japanese coming from
the Hawaiian Islands.

News from Abroad.

By a vote of 277 to 208, the French Chamber of Deputies has decided to place the income tax measure in the first place on the parliamentary program.

A dispatch received at Tangier from Fez says that pillaging has begun there. The consulates are closely guarded.

The will of Baroness Adolphe de Rothschild gave \$1,600,000 to charity, of which \$400,000 is for the relief of Jews.

An official investigation made in the Japanese half of the Island of Saghalin shows that there are great quantities of coal and more gold than in Hokkaido.

The Danish State Telegraph Department has established connections with an insurance company in order to put into effect a new plan for insuring telegrams.

The Frankfurter Zeitung has denounced carelessness of the State and Federal Governments of the United States as the real cause of the recent mine disasters.

Japanese Premier Saionji has announced that the emigration problem is practically settled with Canada and that he confidently expects a satisfactory understanding with the United States.

During the year 1907 France's imports amounted to \$1,205,529,600, an increase over the previous year of \$84,053,400. Her exports amounted to \$1,110,406,000, an increase of \$55,064,600.

China has placed an important urgent order for quick-firing guns in Paris. Whether the guns are purchased owing to acute relations between China and Japan, or on account of internal troubles in China, is unknown.

An Executive decree issue by the Venezuelan Government on January 13 annuls the existing match monopoly and puts an end to the concession of the National Match Company. This company was capitalized at \$1,000,000 and the shares were held mostly in England.

The diplomatic relations between Japan and China over the proposed Simintin-Fukumen Railroad have reached a stage wherein Japan has assumed a most firm attitude and has assumed China that a railroad paralleling the South Manchurian shall not be built, because it violates both the spirit and letter of the Peking treaty.

The formal opening of the first Swedish Parliament, under the reign of King Gustave, took place at Stockholm on January 16 with simple ceremonies. King Gustave, who was present, in the speech from the throne, announced that the Woman Suffrage bill adopted at the last session of the Rigsdag would be resubmitted to the present House for final approval, but he said there was no intention of giving the franchise to women for the present.

Chancellor von Buelow spoke in the Prussian Diet on January 16 in support of the bill authorizing the Government to enforce the sale to the so-called settlement commission of lands in Prussian Poland held by Poles, in order that Germans might be settled upon them with the aid of the State. The Chancellor said that if the Germanization of Poland was to continue, this measure must be adopted. It was a sharp weapon, he said, but the situation in Poland required that it be used.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aarnio, John E. Anderson, Johan E. Abrahamson, C. A. Anderson, -934. Adamson, J. Anderson, F. M. Ahlberg, G. A. Anderson, -1235. Ahlberg, R. W. Anderson, -992. Ahnstrom, Axel Anderson, -1149. Aken, Emil Anderson, -1232. Alhgqvist, F. Anderson, -1233. Amundsen, Albert Anderson, -1244. Amundson, F. A. Anderson, -1391. Andersen, Bernhard Anderson, -1541. Andersen, Olaf Anderson, A. E. Andersen, Johannes Anderson, Edward. Andersen, Gerhard Anderson, Harry. Andersen, -1420 Anderson, Tom. Andersen, Fred Andersson, Emil. Andersen, Geo. Appelgren, John. Andersen, Oscar Arnesen, Isak. Andersen, Sigurd Aspen, Knut. Anderson, F. Axelsen, Karl. Anderson, Johan O. Axelsson, C. B. Anderson, -1274.

Bade, Alex. Bjorngaard, Chr. E. Bacann, V. Black, -1539. Bagott, R. Black, John. Ballhorn, Chr. N. Blair, Francis. Banke, -1646. Blecha, Alfons. Barney, Harry Blom, Nils. Bauman, Ernest Blomquist, Karl. Bechler, Josef Bohlman, Wm. K. Beer, Franklin H. Bolas, Peder. Belling, O. Boles, Wm. Bengtsson, J. Bosch, Hans. Benson, Victor Bourbigous, L. Berentsen, Oskar Bower, Gus. Berglund, -1593. Brandt, Fred. Berglund, Richard Braun, Wm. Bergquist, -1395. Brelln, A. E. Bergquist, Stanley Brnker, Fred J. Bergstrom, C. E. Brose, R. Berlienz, Emil Brumlinger, P. Bernert, F. Bryde, Chas. Bertenson, Peter Buass, Thos. Berthensen, H.J. Burgwardt, R. Bianca, -1561. Burke, James. Bjerregard, Chr. Burkhard, Geo. Bjork, Algot. Burmelster, S. Cain, Fred D. Casson, H. Cainan, Geo. T. Castro, Lucas. Cameron, H. Chambers, A. G. Campbell, F. A. Christensen, -1065. Carlson, Hans Christensen, Mads. Carlson, Edw. Christensen, Carl E. Carlson, Conrad Christensen, Chr. E. Carlson, M. A. Christensen, J. M. Carlson, Ernst Christensen, N. F. Carlson, C. J. Christensen, H.J. Carlson, -861. Clough, H. R. Carlson, -1619. Clyde, H. R. Carlsson, G. A. Colbensen, Alf. Carlstrom, A. Courtney, Ben. Carron, Eddie Cowd, C. Casey, L. F. Cox, H. E. Daley, W. C. DeSantis, E. Danenberg, Rudolf Dix, Harry. Danskanen, Hy Dixon, John. Davidsen, Jacob Dixon, H. Day, H. E. Donovan, L. De Baere, Henry Dooze, W. Debreitt, Lewis E. Dryseleus, Wm. Dennis, G. R. Dunn, C. W. Easton, R. W. Eliasson, Henry. Eckerlein, Fr. Ellefsen, M. Eckert, W. F. Ellen, Fred. Edler, Carl Ellsen, Fred. Edlund, J. A. Engblom, John. Ehrman, D. Engdalle, Fred. Ekendahl, -565. Eriksen, -513. Eklund, John Eugene, J. Farley, Wm. T. Fransen, Gotthard. Fasse, Johan Fredricson, C. J. Ferme, O. Froise, Johannes. Fiedler, Max Frose, Elias. Follis, George Frost, Hans. Fosen, A. H. Frouen, Alfred. Foss, L. Lanrlitz.

Gad, Sophus Gray, Alex. Gahmeyer, H. R. Grohndahl, A. Gartz, Wm. Gronman, I. R. Gelger, Joe Gunarson, John. Gerhard, F. Gundersen, Ole. Gower, John Gundersen, Servin. Graff, Edward Gunnar, St. Grawert, Johan Gustafsson, A. F. Haagensen, M. Helsehe, H. Haakonson, H. Hellesto, Emil. Haglund, Richard Holmberg, Chas. Haist, John Hendriksan, R. F. Haldersen, Herman Hendricksen, Axel. Halversen, A. Henriks, Gus. Hamm, Ed. Henriksen, Herman. Hampel, Wm. Heren, P. O. Hansen, O. W. Herman, Fred. Hansen, -1596. Hermansson, -1622. Hansen, -1609. Hesse, R. Hansen, -1837. Ilcsterberg, Max. Hansen, Harold O. Hilde, Herman. Hansen, Carl H. Hill, Gus. Hansen, Herman Hlnz, Johan. Hansen, -968. Hjorth, Knud. Hansen, -1729. Hochsman, Albert. Harbeck, J. Hohn, John. Harmening, Fritz Hoffmann, Fritz. Haroldsson, -874. Holmen, -1767. Haroldsson, Kjartan Holmquist, E. G. Hartmere, Chas. Honeman, H. Hartwig, Kurt Hoode, Paul. Hassal, S. G. Houston, Robert. Hawsentz, Carl Hubscher, W. Hawkins, M. Hustede, H. Helcke, Paul.

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Johnson, Andreas. Jordfald, Theodor. Jordt, -1737. Kane, G. Kask, Robert. Karlsen, Konrad. Karlsson, Nestor. Karlsson, -1044. Karvonen, Lars. Kavel, Johan. Kelley, James. Klei, P. Kirwan, M. L. Kittelsen, Chr. Th. Lahr, Otto. Lang, Leland. Lang, Gus. Langner, -1347. Lantz, Gus. Larsen, -1288. Larsen, Martin. Larsen, Lars. Larsen, -1290. Larsen, -1345. Larsen, 1209. Larsen, -1255. Larsen, -1271. Larsen, -1453. Larsen, Thorwald. Lee, H. W. Lejeon, Harry. Leonecke, August. Lerch, Paul. Lersten, J. O. Lewald, Harry. Liedtke, Bernard. Lindberg, Aug. Maas, Rudolf. Mackenzie, Duncan. Mackrodt, Jonny. Madsen, Olaf. Maki, Ivar. Malmgren, W. Mancilla, Pedro. Mangels, Carl. Mansson, S. Markman, Harry. Martin, John. Martinson, David. Martinusen, Olaf. Mattler, Franz. Mattsson, K. J. Mayes, Yoel. Nelsen, B. P. Nelsen, John N. Nelsen, Carl F. Nelsen, C. M. Nelsen, John. Nelsso, A. Ness, Ed. Newman, J. Nielsen, -754. Nielsen, -552. Nielsen, Pete. Nielsen, Otto. Nielsen, -884. Nielsen, Sivert. Nielsen, Wm. Nilsen, Anders. Oesterling, Emil. Ohlsson, -571. Ohlsson, Bertel. Olsen, George A. Olsen, Eugene. Olsen, -812. Olsen, Oscar F. Olsen, Elias. Olsen, -499. Olsen, -872. Olsen, -991. Olsen, -542. Olsen, Johan Ole. Olsen, -1020. Olsen, Emil H. Olsen, A. Olsen, Geo. A. Olsen, Olaf E. Paché, Paul. Pankhurst, Thos. Paulsen, -920. Payne, R. Pearson, -832. Pearson, -2266. Pearson, John S. Pedersen, -1203. Pedersen, N. B. Pedersen, A. Pedersen, -1068. Pederson, L. R. Penrose, Ed. Perkins, Paul. Peter, -1893. Peterson, -1062. Peterson, O. F. Peterson, Alfred. Peterson, Carl G. Peterson, Martin. Peterson, -1240. Peterson, -1019. Raahange, F. Ramsey, H. Randolph, D. U. Rasmussen, John. Rasmussen, -497. Rasmussen, Akton. Rasmussen, R. Rasmussen, A. Rasmussen, -479. Rathjen, E. Reel, M. D. Reid, F. Remmel, Fred. Reynolds, Geo. Saarl, K. G. Sabell, F. Saker, John. Sandberg, W. Sanders, Chas. Sandquist, G. Scheltz, J. I. Schelenz, Hans. Schmalkuche, Fr. Schmehl, Jim. Schmehl, Paul. Schmidt, Alfred. Schmidt, Herman. Schmidt, -2023. Schmidt, Fritz. Schmitt, Emil. Schoeffler, Alf. Schlosser, L. Schott, Herman. Schrodt, A. Schroeder, R. Schroeder, Fred A. Schuler, Ed. Schultz, Axel. Schultz, Gus. E. Schultz, Ernest. Schutz, Wm. Schuttress, Eugen. Scott, Ed. Seaburg, Gust. Secord, J. Selron, Tom.

Jorgensen, H. Jorgensen, Emil. Julinsen, Jim. Klemm, Adolph. Kohne, Ernest. Koop, John. Koren, Erik. Kotcharin, J. Knubedahl, Peter. Krestensen, 1244. Kristensen, Hans. Krogstad, Eugen. Kruger, W. Kruze, Edward. Lindblad, C. Linde, Bartel. Linde, O. B. Linder, G. Lindholm, B. Lindholm, Arvid. Lindquist, A. I. Lindross, Oscar. Ljunggren, Johan. Loback, Fritz. Long, Harry. Long, Tudor E. Lorenz, C. L. Losada, Joseph. Lovén, Paul. Luckmann, Ewald. Lund, H. K. Lundberg, Isidor. Lundblad, Ernst. Lundin, -1054. Lundquist, Erik. Lynd, -1079. Lysoe, H. McKenzie, Duncan. Meetz, Henry. Melander, Carl. Melart, Rolf. Mersman, A. Mesters, Alfred. Mikkelsen, Alf. Mikkelsen, -710. Mikkelsen, Peter. Miller, James. Monson, Sven. Moren, H. E. Mordelles, Jean. Morris, -404. Mundt, C. Myer, Thomas. Nilsen, Ole Emil. Nilsen, Olaus. Nilsen, Martin. Nilsen, N. A. Nilsson, -410. Nilsson, Axel. Nilsson, -772. Nilsson, Adolf H. Noack, H. Nord, G. L. C. Nordenberg, Alf. Nordenberg, -910. Nordlan, Sigurd. Nordstrom, Oscar. Norman, H. Olsen, Olaf S. Olsen, Olaf. Olsen, Albin. Olsen, -996. Olson, Harold. Olsson, M. A. Olsson, Barthel. Olsson, C. B. Olsson, Carl. Orchard, H. Orchard, Sam. Ordig, Bruno. Oselin, Oscar. Otten, Aksel. Ottersen, Harry. Ouchterlong, Fritz. Ouchterberg, Fred. Peterson, -1265. Peterson, -782. Peterson, -1235. Peterson, Paul. Peterson, -645. Peterson, -1203. Peterson, -782. Peterson, -1223. Peterson, -1248. Peterson, -773. Peterson, -1062. Phillips, Wm. Pitkanen, J. V. Pitkanen, J. V. P'oder, J. Pohl, Albert. Pohlmann, Hans. Pontyneu, H. Pratt, Louis. Priffer, M. Prilla, Th. Prinz, Chas. Richelsen, Peter. Richter, Richard. Rigonad, E. Rigoulot, Wm. Robertsen, Donald. Robertson, J. Robnett, Geo. Rolf, H. Rorkus, Ole. Rosenstrom, Frank. Rosenstrom, Frans. Rudberg, C. Rustad, Sverre. Ruthberg, Edward. Saller, W. Shanx, Jack. Siegel, Arthur. Sigurd, J. Sivers, Herman. Singlemann, E. Sjogren, Carl. Sjoestedt, F. Skoris, Hans. Skotof, A. Staemmler, Alfred. Slattery, Wm. Smith, -2028. Smith, -2126. Smith, J. A. W. Sorensen, Chas. Sorensen, -2077. Sorensen, John. Spekman, Max. Sprogoo, Theo. Stapelfeldt, Ch. Staschan, J. Stedman, Frank. Steen, Iyar. Steine, J. L. Stephens, H. J. Stolpe, Carl. Stone, B. Stuhr, M. Suckow, Franz. Sullivan, St. Sundholm, Axel A.

Sundquist, A. Svedstrup, E. Svendsen, -1909. Svenson, -1616. Svenson, -1932. Sverd, Eugen. Swanson, Emil. Tamm, A. Tandberg, E. Tauson, R. Tergesen, Tom. Thomassen, Ole. Thomsen, Carl. Thomsen, -251. Thorn, Richard. Thoresen, Petter. Thoresen, Th. Urin, Johan. Van Galen, Last. Verdlck, C. Vermilen, D. Werner, Paul. Veseth, Wm. Vetterlein, R. Wahlberg, Arvid. Wahlstrom, A. L. Walton, Henry. Watts, E. Wells, G. A. Westeth, Win. Westboe, Thor. Westboe, Th. L. Westerland, L. Westerlund, Paul. Westerman, Jacob. Westman, J. Swansson, Hugo. Swansson, Gus. Swansson, Fred M. Swora, Paul. Syversen, Johan. Szymanski, H. Thralls, L. M. Thuestad, M. Tolklchn, A. Torgensen, H. Torkilsen, Marins. Troudem, M. Tuonden, J. M. Tuomala, Wm. Tuorila, Jack. Turner, W. N. Udbye, Harold. Vlbac, Valentin. Vlerick, H. Vejoorda, F. Vongehr, -180. Vortmann, Wm. Vucl, V. Wiback, Valentine. Wilders, Georges. Willander, 876. Willert, Carl. Willman, Gus. Wilson, A. Wilson, E. E. Winblad, M. Wind, J. Wischerpp, Fritz. Wurzbach, -941. Wyllie, James.

Aberdeen, Wash., Letter List.

Armstrong, F. Jensen, J. -1412. Anderson, E. O. Jensen, E. -1298. Albertsen, F. Jurgensen, H. Anderson, Albin. Johnson, H. Anderson, O. -1118. Karlson, A. Almada, Joe. Karlson, Sven. Anderson, Alb. M. Kittelsen, T. Andersen, W. Larsen, C. A. Andersen, Alex. Lehtonen, V. Andersen, Christian. Mortensen, Wm. Axelsen, Herman. Nystrom, R. Andersen, Olaf. Overwick, Th. Agostin, F. Nilsen, A. Andersen, G. -1243. Nilsen, E. Andersen, V. I. -240. Osterman, C. Anderson, John. Penroy, L. Braun, Wm. Pagel, E. Berthelsen, Alf. Peterson, A. Baily, W. Prager, H. Brogard, N. Plasier, H. Bjork, A. Peters, H. Capello, H. Rowe, C. Cedeholm, B. Sjoström, T. E. Fleming, C. Schade, W. Franzan, E. Svensson, V. Gullaksen, H. Schultman, J. H. Gunstrom, F. Svensson, B. Holstrom, C. A. Turner, R. Holmes, A. Thornhill, D. Ilenrickson, H. Thorsen, T. Hansen, C. Turnquist, E. Harbeck, Th. Warrer, H. Jacobson, J. Westergreen, C. Johansson, H. -1518. Wicksten, A. Johansson, H. -2126. Wold, A.

Tacoma, Wash., Letter List.

Anderson, John -1514. Johnson, Charles J. Anderson, Albert H. Jensen, Hans -1944. Anderson, Martin. Kolp, Otto Louis. Bartels, Herman. Lang, Gust. Berger, Joseph. Mittenmeyer, J. F. Borda, Ed. Mulley, James. Eidsvaag, Peter S. Nelson, Charles. Ekeland, Sigurd. Nilson, Claus. Erlund, Hans P. Petersen, Otto. Frick, M. Nilsen, H. H. Guyarder, Georges. Rosenvoid, Isak -712. Hammening, Fritz. Russell, Ed. Healy, M. G. Schulz, L. Johansen, Hjarmer. Skanes, Olof. -2126. Tonge, N. W. Johannesson, Vald-Zink, Charles. mar.

Honolulu Letter List.

Cameaz, Alf. Ketringer, A. Diez, H. Pratt, L. Ferraris, J. Schmider. Harnesen, N. Wunstoo, Aug.

INFORMATION WANTED.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Charles Nelson, nicknamed Telephone Charlie, is inquired for by his brother, Axel Nelson. Address, Sailors' Union of the Pacific, 44-46 East street, San Francisco.

Men employed by the Southern Pacific railroad shops at New Orleans announced December 27th that they had been laid off for a week. About 600 men are employed at these shops. Workmen at the Texas and Pacific Railroad shops numbering about 200 claim that they have been notified that their hours of work will be cut from eight to seven hours daily.

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Deposits, Dec. 31, 1907..... 36,907,687.50
Total assets 39,529,434.87
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Money Orders, or coin by Express.
Office Hours: 10 o'clock a. m. to 3
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o'clock m. and Saturday evenings from 7
o'clock p. m. to 8 o'clock p. m. for receipt
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ner Sailors' Union Hall, S. F.

INFORMATION WANTED.

Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

Reier Gunderson is inquired for by
his brother, Borre Christian Gunder-
son. Address Sailors' Union, 44-46
East street, San Francisco.

Bror Henry Wilhelm Clausen, a
native of Doderhults, Forsamlin, Swe-
den, born 1880, is inquired for. Ad-
dress, Coast Seamen's Journal.

August Martell, a native of Finland,
aged about 47, last heard of on the
Pacific Coast about 15 years ago, is
inquired for by his brother. Address,
Coast Seamen's Journal.

Ivar Walter Lindblom, native of
Finland, last heard of at Ketchikan,
Alaska, about a year ago, is inquired
for by his parents, also by his brother
Albert. Address, 696 Fulton, or Car-
penters' Union No. 22, San Francisco,
Cal.

Carl Alfred Anderson, aged about
50, and Johan Bernard Anderson, aged
about 47, natives of Halmstad, Swe-
den, last heard from at San Francisco
16 years ago, are inquired for by their
brother, B. A. Anderson, 310 Richland
avenue, San Francisco.

William L. Nelson, No. 901, who is
supposed to be sailing on this Coast,
is inquired for by his aunt. His per-
sonal description is the following:
Age 17, weight 160 pounds, height 5
feet 8 inches, dark complexion. Any
one knowing his whereabouts will
please communicate with Mrs. M.
Kirk, 1722 Twelfth avenue South, San
Francisco, Cal.

H. Wilson, M. P., President of the
National Sailors' and Firemen's Union
of Great Britain and Ireland, desires
to ascertain the whereabouts of one
John R. Russel, who was one of the
crew of the British steamer "St. Hel-
ena" at the time of his imprisonment
in Hongkong. The above has £180 in
trust for the latter. Address Have-
lock Wilson, M. P., Maritime Hall,
West India Dock Road, London, Eng-
land.

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Wilford Lawton Easterbrook is in-
quired for by his mother. Any one
knowing his present whereabouts
please notify Mrs. Nettie L. Easter-
brook, 146 East 26th street, Portland,
Ore.

C. J. Carlson, a native of Helsing-
borg, Sweden, aged about 47, last
heard of at San Francisco about eight
years ago, is inquired for by his

World's Workers.

Twelve hundred omnibus drivers
went on strike in London, Eng., re-
cently against a reduction of wages.

Eighty thousand Scottish miners
have, through their union, asked that
their wages be increased to 8s. 9d.
per day.

The big miners' strike at Newcastle,
Australia, is over. The miners were
implored to go back to work and they
went—on their own terms.

The members of the Felt Hatters'
Union in Sydney, Australia, have now
been on strike for ten weeks, because
seven shopmates were unjustly dis-
missed.

Believing that the interests of labor
are one and indivisible, the Victorian
(Australia) Clothing Operatives and
Tailor and Tailoresses' Unions are
amalgamating.

The Washington State Federation
of Labor has declared the Alaska-
Yukon Exposition unfair, owing to the
employment of non-union men in the
erection of the buildings.

The Sydney (Australia) Labor
Council is urging the New South
Wales Government to acquire pos-
session of sufficient coal mines to
supply the requirements of the State.

One great good the recent New-
castle (Australia) coal strike has
brought about is the early accom-
plishment of the complete federation
of coal miners in New South Wales.

At a conference of union represent-
atives in Melbourne, Australia, a reso-
lution was carried in favor of all in-
dustrial legislation being enacted and
administered by the Commonwealth
Parliament.

The accounts of the Sydney (Aus-
tralia) Coal Lumpers' Union for the
period during the recent lock-out have
been audited by a certificated account-
ant, and the balance-sheet shows a
substantial credit.

The employers are making a great
effort to prevent the New South
Wales Brewery Employees' Union
having a union label of its own. An
action has been commenced in the
Federal High Court to this end.

According to British official statis-
tics, the agricultural laborers employ-
ed during last year's harvest season
in the eastern counties of England,
were paid £7 13s. 5d., and their board,
for twenty-six days—the time the
harvesting lasted.

In New South Wales the spirit of
labor organization is lively and ener-
getic; so much so that clerks have de-
termined to better their conditions.
They have formed a union and regis-
tered under the Industrial Arbitration
Act.

The award given by the New South
Wales Arbitration Court to the Typo-
graphical Association of that State
provides that only two classes of la-
bor shall be recognized in the trade
—journeymen and apprentices. The
minimum wage of £2 16s., with over-
time, has been fixed, and piece-work
rates at 1s. per 1000 ens.

In consequence of low wages and
long hours of labor, the European and
native employes united against the
tyranny of East Indian railway com-
panies, and a gigantic strike paralyzed
the service. The companies called out
the army for the purpose of over-
awing the strikers, but the latter
showed such determination of purpose
as to compel the companies to with-
draw the troops and settle the matter
by compromise. After this the com-
panies started to victimize the men's
leader, and the strike has been re-
newed.

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mother. Any one knowing his present
whereabouts please address Mrs. Ho-
keson, Ferndale, Wash.

Herman Schmidt, No. 1767, age 23,
a native of Germany, supposed to be
sailing on this Coast, is requested to
communicate with his mother, Mrs.
G. Schmidt, Hamburg, St. Pauli, 29
Sophien-str., where important news
is awaiting him.

Clement MacDonell, No. 12,141, a
member of the Lake Seamen's Union,
is inquired for by his mother. Ad-
dress Mrs. A. J. MacDonell, 996
Fedora street, Los Angeles, Cal.

Torkel Olsen, a native of Treu-
gen, Norway, aged about 56, is in-
quired for by his brother. Address,
Coast Seamen's Journal.

With the Wits.

All the Time.—Bachelor—"I wonder if marriage really pays!"
Benedick—"Pays! That's its most prominent feature."—Exchange.

The gas grate is a friend in need.
The gas bill, too, it swells;
'Tis very fine on autumn nights,
But, mercy! How it smells!
—St. Paul Dispatch.

An Easier Way.—'Arry (on 'is 'olidays)—"Fancy livin' 'ere all yer life! Ain't yer ever been to London and seen the sights?"

Old Salt—"No, sir; but some of the sights comes up and sees us."—Tatler.

More Congenial.—Mrs. Oatcake—"Would you chop some wood for dinner?"

Gentle Jenkins—"No, mum! But as you make so kind an offer I really would cut some pie."—Pennsylvania Grit.

"Oh, give us the old-time lays!"
Waileed the wheezy minstrel man.
And a cherub up in the gallery cried,
As he tossed an egg with a chick inside,
"We'll give you as old as we can."
—Chicago News.

Hler Steady Job.—Mr. Muggins—"Your wife seems to be very persistent."

Mr. Buggins—"Persistent? Why, that woman has been looking under the bed for a burglar for twenty-six years."—Philadelphia Record.

Different Viewpoints.—Commercial Gent (traveling in tobacco)—"That, sir, is a cigar you could offer to any of your friends."

Hotel Proprietor—"Ah, yes, I can see that. But the point is, have you got any that I could smoke myself?"
—Punch.

A Process of Effacement.—"Do you think that the automobile is only a fad?"

"Certainly not," answered the motorist. "But pedestrianism is doomed. With automobiles constantly increasing in number it is only a question of time before people who walk will become extinct."—Washington Star.

War and Peace—Jack (encountering an old friend)—"Hello, Jim! Fancy you volunteering!"

Jim—"Well, you see, I've got no wife and family and I love war. But what brings you out here?"

Jack—"That's just the point. I've got a wife and family and I love peace."—Regiment.

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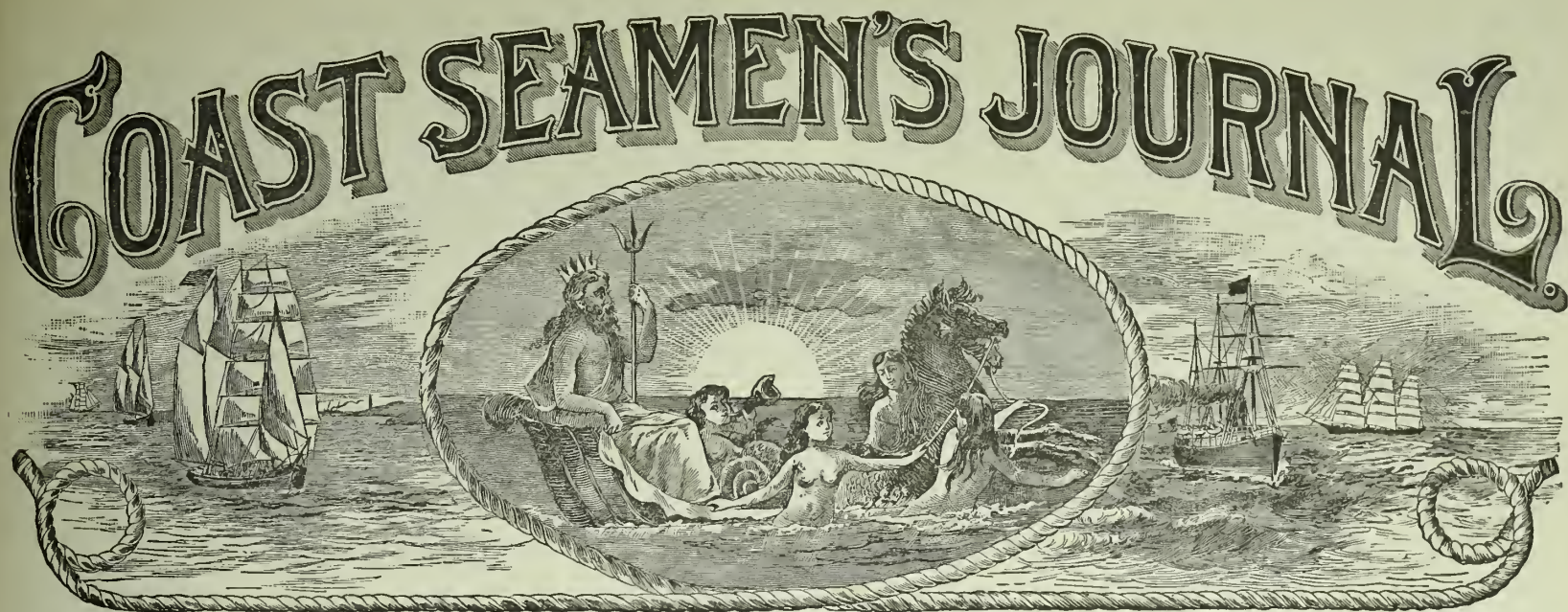
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 19.

SAN FRANCISCO, WEDNESDAY, JANUARY 29, 1908.

Whole No. 1049.

WORLD'S SHIPWRECKS IN 1907.

HEREWITH we present a list of the shipwrecks among all kinds of craft in all parts of the world during 1907. The list includes only total losses, and makes no mention of the great number of accidents to shipping involving only partial loss of the respective vessels. The table of wrecks and accompanying comment are the work of an experienced observer of maritime affairs, and will be found reliable and complete. By arrangement with the author, the Journal has secured the exclusive right to publish the article in San Francisco and vicinity.

Readers of the Journal will find the table valuable for purposes of future reference, apart from its use as a feature of current news. Among the wrecks noted are many the circumstances of which carry a special significance as to cause, location, etc., and which are therefore certain to form a subject of discussion among those connected, either immediately or remotely, with the subject. By preserving the table and comment the reader will be assured of a reliable guide in the settlement of any question that may arise in the course of such discussion.

A perusal of the data here presented will afford much interest to seamen and others concerned in maritime affairs. The details of the table—nationality of the vessels, rig, causes of disaster, location of wreck, etc.—constitute, each in itself, a subject of profitable reflection. Summarized, the table shows a total of 542 wrecks of all kinds, accompanied by a loss of 2370 lives. The article and table are as follows:

In the recollection of a veteran marine statistician there never has been so disastrous a year to shipping as that just closed. The number of wrecks, fatal in the magnitude of lives lost as well as in the enormous amount of property destroyed, far exceeded even the epoch when sailing vessels outnumbered steamers five to one, a period in which wind-dependent craft were at greater disadvantage and more vulnerable to shipwreck because of the disparity between steam and sail. The year 1907 will go down in marine history as one in which the strongest type of ocean-going vessel fared equally as badly as did some that were aged, worn-out and probably poorly manned.

The loss on the Japanese coast, in March, of the Great Northern liner *Dakota*, involving more than \$3,500,000 worth of property; the stranding of the fine, new Prinz Waldemar, of the Hamburg-American line, at Kingston, Jamaica, in January; the wreck of the Elder-Dempster liner *Jebba* in the English Channel, also in March; the enormous cost of floating the *Suevic*; the burning of the *Thornhill*; the destruction of the *Silverslip* by explosion in the Bay of Biscay; the wrecking of the *Santiago*, of the Pacific Mail Navigation Com-

pany; the burning of the *Fortunatus*, with her cargo worth \$225,000; the disappearance of the Nicaraguan in the Atlantic; the sinking of another Hamburg-American liner, the *Borussia*, at Lisbon, and the loss of the *Helvetia*, *Lucifer*, *Mount Temple*, *Hazel Branch*, *William E. Reiss*, *City of Birmingham* and the *Tampico*, the latter with \$160,000 worth of copper among her cargo, are among those that stand out prominently in the list of steam disasters. With the exception of the *Santiago*, none of these wrecks was attended with great loss of life.

Several of the disasters occurred under conditions which, in the judgment of the official investigators, warranted dealing with the certificates of the masters of the lost vessels. The commander of the *Dakota* had his license revoked. The master of the *Joy* liner *Larchmont*, which vessel was sunk on Long Island Sound, with a loss of 134 lives, was severely censured. Some of the other wrecks which were attended by an appalling loss of life were the *Berlin*, in February, at the Hook of Holland, in which disaster only 15 were saved and 128 drowned; the foundering of the *Sultan*, in the Black Sea, with 60; the explosion on the *Iena*, killing 120; the foundering of the *Santiago*, with 90; the sinking of the *Columbia*, after collision, with the loss of 110, and the foundering of the *Kaplan*, a Turkish steamer, with another 110 souls.

The five-masted schooner *T. Charlton Henry*, which was sent to the bottom in a collision with the British steamer *Chelston*, off Fire Island, was worth \$150,000. When the *John Currier* was wrecked in August in Alaska, she carried down with her \$250,000 worth of salmon cargo. The *City of Cleveland*, building at Detroit, Mich., was burned in August with a loss of \$700,000. The *Fortunatus*, also, was burned with a loss of \$225,000.

The list of craft, steam as well as sail, that went away and failed to either arrive or leave behind them any evidence of their fate seems large, and it is impossible to say whether careless navigation, lack of good seamanship, collision with derelicts or unpreventable catastrophes, were most to blame for the disasters.

The most disastrous storms of the year occurred oddly enough during July, August and September, when usually the reverse of marine misfortune is looked for. Inside three days in early April three Norwegian barques were abandoned almost within sighting distance of one another in mid-Atlantic. There were many serious mishaps involving loss of life during the year, but as the craft concerned were not wrecked no attempt has been made to include the names of the ships in the "black list." As a result of an explosion of a donkey engine boiler on board the Hamburg-

American (*Atlas*) liner *Valdivia*, in February, seven of the crew were killed. Warships played a considerable part in the destruction of valuable marine property. The British cruiser *Assistance* sank the German steamer *Marie* by collision in the Tyne. The French cruiser *Kleber* ran into and sank the steamer *Hugoma* in the Mississippi, drowning seven of the steamer's crew. The *Jean Bart* was wrecked on the northwest coast of Africa. The *Iena* blew up, costing 120 lives. The Nova Scotian shores claimed more victims than in years, if ever before. Among the fine craft lost in the "Blue Nose" district were the *Mount Temple*, *Orinoco*, *S. S. Hudson*, *I. B. Hamblin*, *Argo*, *New Era*, *Kildona*, *Maud Carter*, *Sceptre*, *Lorraine*, *Guardian*, *Bridgewater*, *Alma*, *Carthage*, *Crystal Stream*, *Keewaydin*, *Parthenia*, *Horace G. Morse*, *Free Trade*, *Mary C. Cambridge*, *City of Agra*, *Deeta M. Campello*, *Pardon G. Thomson*, *Eliza* and *Cumberland*. Newfoundland also maintained its reputation for being one of the chief reapers of the marine world.

Some of the vessels stranded during the year worth hundreds of thousands were sold for the proverbial song. The Norwegian steamer *Freysdale*, ashore on the Maine coast, was sold to a Boston junk dealer for \$180. Another Norwegian steamer, the *Tellus*, stranded at Grays Harbor, in the Pacific, brought the extravagant sum of \$210 when sold at auction. The American steamer *Carthage*, which struck *Salvage Rock*, N. S., in July, did not have much of the salvaging merits about her resting place and appealed to a generous purchaser, who gave \$420 for the vessel. The *Marie Gilbert*, a fine schooner when she ran on the Florida coast in April, was sold to the highest bidder for \$485. The barque *Chas. E. Lefuegy*, wrecked in the Gulf of Mexico, brought \$475. The *John J. Ward*, stranded at the Delaware Breakwater in March, sold for \$67.50. The *John I. Snow*, stranded in July, sold for \$108.

Records of vessels found derelict in fair condition show that there were several cases of too hasty abandonment. In the list of wrecks which follows no mention is made of craft that were sunk and afterward raised. The Pacific Mail liner *Mongolia* struck a reef at Midway Island and it cost \$300,000 to repair her. The *Acapulco* sank and was raised at enormous cost. The North Western cost \$55,000 for salvage and \$47,000 for repairing, as a result of going ashore at Alaska. The *Suevic* had to be cut in two after getting ashore in the English Channel. Nearly all the barges lost were once famous as sailing vessels and are mentioned to show what became of the old "flyers." Some of the newer barges, which were lost, cost considerable sums, one of them, the No. 26, being worth \$97,000 with her cargo. Following is the table of wrecks:

Date.	Name of vessel and flag.	Rig.	Cause.	Lives lost.	Location.	Date.	Name of vessel and flag.	Rig.	Cause.	Lives lost.	Location.
Jan.	1 Arrow (Br.)	Schooner.	Wrecked.	—	San Domingo.	16	Lucifer (Br.)	Steamer.	Abandoned.	—	Lat. 40.19 n., long. 60 w.
	2 Medbor (Nor.)	Bark.	Wrecked.	2	Georgla.	17	Thornhill (Br.)	Steamer.	Burned.	—	West Indies.
	3 Lindholmen (Nor.)	Steamer.	Burned.	17	Farsand, Nor.	17	Arbionnalse (Fr.)	Schooner.	Foundered.	II	North Atlantic.
	3 Island City (Br.)	Schooner.	Missing.	9	North Atlantic.	17	Sardinian (Am.)	Schooner.	Wrecked.	—	Maine.
	4 Alice T. Boardman (Am.)	Schooner.	Stranded.	1	Handkerchief Shoals, Mass.	18	Annie B. (Am.)	Tug.	Capsized.	I	Florida.
	6 Ursula (Greek)	Steamer.	Rocks.	13	Ancona.	20	Norma (Br.)	Bark.	Collision.	I	Florida.
	6 Sirena (Span.)	Schooner.	Rocks.	—	Corunna.	20	Marie Gilbert (Am.)	Schooner.	Stranded.	—	Florida.
	7 Henry Sutton (Am.)	Schooner.	Missing.	6	North Atlantic.	20	Archangelisk (Russ.)	Steamer.	Foundered.	30	In the Neva.
	7 Ralph Hodgdon (Am.)	Schooner.	Burned.	—	B. of Is., Nfld.	21	Ilabana (Span.)	Bark.	Abandoned.	—	Off Fer'ina, Fla.
	7 Anna U. Stammer (Am.)	Schooner.	Abandoned.	—	Off Key West, Fla.	21	Catherine G. Howard (Am.)	Schooner.	Stranded.	—	Maine.
10	Jessie D. Boyce (Am.)	Schooner.	Stranded.	—	Goose Rock, ledges, Me.	22	Susquehanna (Am.)	Barge.	Abandoned.	1	L. I. Sound.
10	Richard Wainwright (Am.)	Schooner.	Wrecked.	I	Bay of St. George, Nfld.	22	Kalko Ku Maru (Jap.)	Steamer.	Foundered.	30	Japan.
11	Alice Gertrude (Am.)	Schooner.	Wrecked.	—	Clallam Bay.	23	Ariel (Br.)	Warship.	Collision.	1	Malta.
12	Lucie Woernmann (Ger.)	Steamer.	Wrecked.	—	Togoland.	24	Narka (Br.)	Schooner.	Foundered.	—	Lat. 34 n., long. 61.40 w.
13	Pengwern (Br.)	Ship.	Wrecked.	24	Cuxhaven, Ger.	26	Radiant (Am.)	Tug.	Foundered.	—	Off Magothry R.
—	John I. Snow (Am.)	Schooner.	Wrecked.	—	Portsmouth, N. C.	27	Oriente (Por.)	Bark.	Stranded.	—	Poyner Hill, N. C.
17	Prinz Waldemar (Ger.)	Steamer.	Stranded.	—	Klingston, Ja.	27	Padras (Am.)	Tug.	Foundered.	I	Magothry R.
—	Stelpner (Nor.)	Steamer.	Collision (?)	—	Bay of Biscay.	29	Lakewood (Am.)	Schooner.	Collision.	—	Off Hatteras.
19	Naworth Castle (Br.)	Steamer.	Collision.	17	Eng. Channel.	29	Fearless (Am.)	Steamer.	Burned.	—	Jacksonville.
19	Star of the East (Br.)	Bark.	Wrecked.	—	Axlm.	30	Anna (Am.)	Schooner.	Stranded.	—	Maine.
20	Burnam H. (Br.)	Schooner.	Wrecked.	—	Newfoundland.	May	1 Silverslip (Br.)	Steamer.	Explosion.	6	Bay of Bliscay.
20	Horace G. Morse (Am.)	Schooner.	Wrecked.	2	Nova Scotia.	1	Jane Gullion (Fr.)	Bark.	Stranded.	—	Bayoune.
20	Vigilant (Am.)	Schooner.	Burned.	—	B. of Is., Nfld.	6	Henri de Concale (Fr.)	Brig'tine.	Burned.	1	C. St. Mary's, Nfld.
21	Maud Malloch (Am.)	Schooner.	Foundered.	—	Maine.	8	Anna J. Kip (Am.)	Tug.	Collision.	1	Hudson R.
21	Montana (Am.)	Barge.	Foundered.	—	Block Island.	8	Alexandra (Nor.)	Bark.	Abandoned.	—	South Pacific.
21	Annie M. Ashe (Am.)	Barge.	Foundered.	—	Block Island.	8	Gabrielle (Am.)	Brig'tine.	Stranded.	—	Jacmel, Haiti.
21	Avanti (Nor.)	Ship.	Stranded.	—	Tortugas.	10	Helios (Nor.)	Bark.	Abandoned.	—	Cardiff-Puente Cabello.
22	Altantico (Cu.)	Steamer.	Stranded.	—	Cuba.	10	Uncle Sam (Am.)	Steamer.	Burned.	—	Temoka, Fla.
22	Free Trade (Br.)	Schooner.	Wrecked.	—	Nova Scotia.	10	Jose Pedro (Argentine)	Steamer.	Wrecked.	—	R. Doce, B'zil.
22	Piheman (Am.)	Schooner.	Abandoned.	—	Maine.	10	Pearl (Br.)	Schooner.	Wrecked.	2	C. Greg., Nfld.
22	Cohasset (Am.)	Schooner.	Burned.	—	Baltimore.	11	Sagamore (Am.)	Schooner.	Collision.	—	Nantucket Sd.
22	Darien (Br.)	Steamer.	Stranded.	—	Barquilla, C.A.	11	Arthur Fitzer (Ger.)	Ship.	Burned.	—	Seattle.
23	A. Heaton (Am.)	Schooner.	Sunk.	—	Mass. Bay.	13	Marie Therese (Ital.)	Steamer.	Foundered.	—	Gulf of Lyons.
23	Sultan (Turkish)	Steamer.	Foundered.	60	Black Sea.	13	City of Cleveland (Am.)	Steamer.	Burned.	—	Detroit, Mich.
25	Samuel H. Sharp (Am.)	Schooner.	Stranded.	—	C. May Spit.	15	General Grant (Am.)	Barge.	Foundered.	—	Off Bell Is., Ct.
26	Robin (Br.)	Brig.	Ice.	—	Fogo Hd., Nfld.	15	John Wheeler (Am.)	Barge.	Foundered.	—	Off Bell Is., Ct.
30	Eva (Nor.)	Steamer.	Wrecked.	—	Abaco.	15	William F. Howes (Am.)	Barge.	Foundered.	—	Off Bell Is., Ct.
30	S. L. Clarke (Am.)	Schooner.	Capsized.	—	L. I. Sound.	15	Wheeler & Howes (Am.)	Barge.	Foundered.	—	Off Bell Is., Ct.
30	Clavering (Br.)	Steamer.	Stranded.	29	Off the Tees, Hartlepool.	16	Ellen M. Mitchell (Am.)	Schooner.	Stranded.	—	Great Wass Is., Me.
30	Andrew Adams (Am.)	Schooner.	Foundered.	—	Nr. Cartagena.	18	Morena (Br.)	Steamer.	Struck rocks.	—	C. Ray, Nfld.
31	La Havre (Fr.)	Trawler.	Collision.	7	Beachy Head.	19	Desta M. (Br.)	Schooner.	Wrecked.	—	Beaver Il., N. S.
31	C. P. Dixon (Am.)	Schooner.	Missing.	9	Phila.-Fajardo.	21	Naomi (Am.)	Steamer.	Burned.	4	Lake Michigan.
—	D. H. Morris (Nor.)	Bark.	Wrecked.	—	Gulf Mexico.	24	Flora W. Sperry (Br.)	Schooner.	Ice.	—	Scatarie, N. S.
—	Addie (Am.)	Schooner.	Wrecked.	—	Turtle Is., Me.	25	Nagpore (Nor.)	Bark.	Wrecked.	11	Uruguay.
—	Tropic Bird (Am.)	Br'k'tine.	Wrecked.	—	Perula B., Mex.	25	Marian (Am.)	Schooner.	Wrecked.	—	Cheltepec, Mex.
—	Jules Simon (Fr.)	Bark.	Abandoned.	—	North Atlantic.	26	Loralne (Fr.)	Schooner.	Ice.	—	Low Pt., C. B.
Feb.	1 Theodor (Swe.)	Bark.	Missing.	17	Tampa-Yokoh.	29	Loekwood (Am.)	Schooner.	Collision.	—	Off Hatteras.
	2 Ljovla (Br.)	Schooner.	Stranded.	—	Newfoundland.	30	Ell Girordin (Fr.)	Schooner.	Missing.	20	St. Pierre-Gr'd B.
	2 Netherly (Br.)	Ship.	Missing.	24	Maryport-Tallahannas.	30	Le Fleme (Fr.)	Schooner.	Missing.	20	St. Pierre-Gr'd B.
	2 Marle (Fr.)	Bark.	Missing.	23	New'tle, Eng.-Seattle.	31	Guardian (Br.)	Schooner.	Ice.	—	Cranberry Hd., C. B.
	2 Charles Loring (Am.)	Schooner.	Collision.	—	Jap. Coast.	—	Thistle (Br.)	Steamer.	Burned.	—	Br. Columbia.
	4 Tena A. Cotton (Am.)	Bark.	Stranded.	—	Ocean City, N. J.	—	Ormsary (Br.)	Bark.	Missing.	24	—
	5 Gibson (Am.)	Barge.	Foundered.	—	Barneget, N. J.	—	Hautot (Fr.)	Ship.	Missing.	26	—
	5 Bala (Am.)	Barge.	Wrecked.	4	Ship Bot., N. J.	June.	1 Sopha (Ger.)	Steamer.	Burned.	—	Bosphorus.
	5 Hilda (Am.)	Schooner.	Wrecked.	9	Dia Sh., Va.	1	Emma (Nor.)	Bark.	Wrecked.	—	Gulf Mexico.
	5 Ellen F. Gleason (Am.)	Schooner.	Collision.	—	North Atlantic.	2	Pactolus (Am.)	Barge.	Foundered.	—	Hog Is., N. J.
	5 Solano (Am.)	Schooner.	Stranded.	—	Ocean Pk., Cal.	3	Choising (Ger.)	Steamer.	Collision.	—	Hong Kong.
	5 Mary C. (Br.)	Schooner.	Wrecked.	—	Nova Scotia.	5	Mary Steele (Am.)	Schooner.	Foundered.	—	E. Point, Mass.
	5 Darby (Am.)	Barge.	Foundered.	—	Barneget.	5	Navarra (Br.)	Steamer.	Stranded.	—	San Andreas.
	7 Richmond (Am.)	Tug.	Wrecked.	—	Newport, R. I.	7	Lawrence (Br.)	Schooner.	Missing.	4	Prince E. I., Sydney, C. B.
	9 Woodbury (Am.)	Barge.	Wrecked.	—	Cape Cod.	7	Bridgewater (Br.)	Steamer.	Struck rocks.	—	Pt. Beckerton, N. S.
	9 Laos (Fr.)	Steamer.	Wrecked.	—	Nantes.	9	Seattle (Am.)	Steamer.	Burned.	—	Naples, Cal.
	9 Helen J. Seitz (Am.)	Schooner.	Stranded.	—	Bch. Hav., N. J.	10	New Dominion (Br.)	Brig.	Stranded.	—	Gabargus, Can.
	11 Larchmont (Am.)	Steamer.	Collision.	134	Off Rhode Is.	10	Tafalla (Ital.)	Bark.	Abandoned.	—	Off Brazil.
	11 Harry Knowlton (Am.)	Schooner.	Collision.	—	Off Rhode Is.	11	Alma (Am.)	Schooner.	Abandoned.	—	Nova Scotia.
	11 Pemberton (Am.)	Barge.	Burned.	—	Nobksa, Mass.	12	Tres Amigos (Uruguayan)	Bark.	Abandoned.	—	North Atlantic.
	12 Jean Bart (Fr.)	Cruiser.	Wrecked.	—	N. W. coast Af.	12	Ohio (Am.)	Steamer.	Wrecked.	4	Port Safety.
	12 Sylvester Hale (Am.)	Schooner.	Foundered.	4	Charles Island.	12	William Duren (Am.)	Schooner.	Wrecked.	—	Monhegan, Me.
	14 Priscilla (Am.)	Schooner.	Struck rocks.	—	Bermuda.	13	Alexandre (Nor.)	Bark.	Abandoned.	—	Norway.
	14 Oriande (Br.)	Steamer.	Collision.	14	Wales.	14	Kia Ora (Jap.)	Steamer.	Wrecked.	—	Kawhia.
	18 Lucile (Br.)	Schooner.	Abandoned.	—	North Atlantic.	15	Louis (Am.)	Schooner.	Wrecked.	—	Farralon, Pac.
	18 Alaska (Am.)	Barge.	Wrecked.	4	H. Beach, Mass.	16	Enterprise (Br.)	Steamer.	Stranded.	—	Stathes.
	19 Girard (Am.)	Barge.	Wrecked.	2	H. Beach, Mass.	17	Norma (Fr.)	Steamer.	Burned.	—	Iceland.
	20 Hugoma (Am.)	Steamer.	Collision.	7	Mississipp R.	19	Prussia (Am.)	Bark.	Wrecked.	13	Patagonia.
	20 Hong Hing (Chinese)	Steamer.	Struck rocks.	120	China.	20	Constance (Br.)	Steamer.	Wrecked.	10	Br. Columbia.
	21 Berlin (Br.)	Steamer.	Struck rocks.	128	Hook of Hol.	23	T. Charlton Henry (Am.)	Schooner.	Collision.	—	Off Fire Is.
	22 Imperatrix (Aus.)	Steamer.	Wrecked.	39	Is. of Crete.	25	Evangeline (Am.)	Schooner.	Stranded.	—	No Man's Land, Me.
	22 Tlmaru (Nor.)	Ship.	Wrecked.	18	Jutland.	27	Margaret Mitchell (Br.)	Schooner.	Stranded.	—	Sunda Island.
	22 Neufahrwasser (Ger.)	Steamer.	Collision.	4	Cuxhaven, Ger.	27	Violet (Nor.)	Schooner.	Lost.	—	Dyrefjord, Iceland.
	23 Saerknuer (Nor.)	Bark.	Wrecked.	—	Bahamas.	29	Robert Ewing (Br.)	Schooner.	Wrecked.	—	Orinoco River.
	25 Cambridge (Br.)	Schooner.	Stranded.	—	Nova Scotia.	29	Mildred A. Pope (Am.)	Schooner.	Collision.	—	L. I. Sound.
	— Mollie M. (Br.)	Schooner.	Missing.	16	Grand Banks.	30	Annie Sargent (Am.)	Schooner.	Abandoned.	—	Thatcher Is.
	— Tubal Cain (Br.)	Schooner.	Missing.	16	Grand Banks.	30	Carthage (Am.)	Steamer.	Struck rocks.	—	Salvage Rock, N. S.
Mch.	1 Corona (Am.)	Steamer.	Stranded.	1	Humboldt, Cal.	—	Santiago (Br.)	Steamer.	Foundered.	90	Corral, Chill.
	1 Dundonald (Br.)	Bark.	Wrecked.	15	Auckland Is.	—	Rita Newman (Am.)	Steamer.	Wrecked.	—	Pacific.
	2 Frogner (Nor.)	Steamer.	Collision.	—	Beachy Head.	—	Crystal Stream (Br.)	Steamer.	Burned.	3	St. John, N. B.
	3 Thekla (Dan.)	Bark.	Collision.	—	Off B'ehy Hd., Eng. Chan.	July.	1 William Henry (Br.)	Schooner.	Collision.	—	Mersey.
	3 Skuld (Nor.)	Steamer.	Abandoned.	—	Lat. 41.14 n., long. 54.10 w.	1	Campello (Fr.)	Steamer.	Wrecked.	—	Louisrg. C. B.
	3 Sesostles (Ger.)	Steamer.	Stranded.	—	Ocas.	2	Keewaydin (Br.)	Steamer.	Stranded.	—	Barrington, N. S.
	3 Dakota (Am.)	Steamer.	Wrecked.	11	Japan.	4	Anita Soler (Chilian)	Bark.	Wrecked.	—	Guayaquil.
	3 Congo (Belg.)	Steamer.	Collision.	8	Mouth Emo R.	4	Virgilia (Am.)	Propeller.	Burned.	—	Norfolk.
	3 Helene (Ger.)	Steamer.	Collision.	—	Del. B'water.	4	Viking (Nor.)	Bark.	Collision.	2	Off Brazil.
	5 John J. Ward (Am.)	Schooner.	Stranded.	—	Inagua Is., Ba.	5	Marie (Ger.)	Steamer.	Collision.	—	Off Tyne.
	5 Annie Lloyd (Br.)	Bark.	Wrecked.	7	Newfoundland.	5	Intrepid (Fr.)	Steamer.	Wrecked.	—	Eng. Channel.
	6	Schooner.	Foundered.	2	Atlantic.	6	Mount Royal (Br.)	Steamer.	Struck rocks.	12	Br. Columbia.
	7 Columbia (Br.)	Steamer.	Burned.	—	Off Cape Hat.	6	Dunewell (Br.)	Steamer.	Stranded.	—	Finesterr.
	8 William H. Bailey (Am.)	Schooner.	Abandoned.	10	North Sea.	7	Maude Sherwood (Am.)	Schooner.	Collision.	—	Massachusetts.
	8 Joergensen (Ger.)	Steamer.	Foundered.	13	North Sea.	8	Yvonne Valentine (Fr.)	Brig.	Wrecked.	—	Cape Ray.
	9 George Wettern (Ger.)	Steamer.	Foundered.	—	Bahamas.	8	Semillante (Fr.)	Schooner.	Wrecked.	—	Dyrefjord, Ice-land.
	10 Trinidad (Br.)	Bark.	Abandoned.	21	Virginia.	9	Hamburg (Ger.)	Yacht.	Stranded.	—	Near Ostend.
	— Oriente (Am.)	Barge.	Abandoned.	—	North Atlantic.	9	Nethsdale (Br.)	Steamer.	Stranded.	—	Kurrachee, Ind.
	— Blanche (Fr.)	Schooner.	Foundered.	—	Ro. Sh., N. Y.	9	Michel Etienne (Fr.)	Schooner.	Foundered.	—	Grand Banks.
	12 Hattie Douglass (Am.)	Schooner.	Ice.	—	Toulon.	11	Henriette (Ger.)	Steamer.	Missing.	15	Germany.
	12 Iena (Fr.)	Warship.	Explosion.	120	Below Pitts'rg.	12	Tuscarora (Am.)	Steamer.	Collision.	—	Port Huron.
	13 Cruiser (Am.)	Propeller.	Sunk.	2	N. J. Coast.	12	Shepherd King (Am.)	Schooner.	Collision.	—	Nantucket.
	14 Landsker (Am.)	Barge.	Abandoned.	—	Jacksonville.	12	Cappelon (Am.)	Steamer.	Collision.	—	Banks Nfld.
	15 St. John (Am.)	Tug.	Burned.	1	Off Rhode Is.	13	Pensacola (Ital.)	Bark.	Stranded.	—	Haiti.
	15 Queen City (Am.)	Steamer.	Burned.	24	Bellingham-Delago Bay.	13	France Cherle (Fr.)	Steamer.	Wrecked.	—	Algeria.
	15 Daniel (Fr.)	Ship.	Missing.	—	C. Helles, Tur.	14	Natalie B. Nickerson (Am.)	Schooner.	Collision.	—	Massachusetts.
	17 Sorbla (Ital.)	Steamer.	Struck rocks.	—	Eng. Channel.	14	Grenada (Br.)	Steamer.	Fire.	—	Oran Roads.
	17 Jabba (Br.)	Steamer.	Struck rocks.	—	Cuckmere, Eng. Channel.	14	Elsie (Br.)	Schooner.	Wrecked.	—	Palenque.
	17 Newstead (Br.)	Steamer.	Struck rocks.	—	Newfoundland.	15	Amboto (Span.)	Steamer.	Struck rocks.	—	Correquin R., Kenloun.
	18 Great Lakes (Br.)	Steamer.	Ice.	—	Newfoundland.	15	Woolahra (Br.)	Bark.	Stranded.	—	Wellington, N. Z.
	18 Leopard (Br.)	Steamer.	Ice.	—	Newfoundland.	15	Edske Smit (Dan.)	Schooner.	Sunk.	—	In the Tkyboron-land.
	19 Horn (Ger.)	Steamer.	Foundered.	21	North Sea.	16	Carl (Ger.)	Steamer.	Foundered.	—	Vlko.
	22 Mona (Br.)	Schooner.	Stranded.	—	Baracoa, Cuba.	16	Saxon Prince (Br.)	Steamer.	Stranded.	—	Saltar Rocks.
	23 Kong Trygoe (Nor.)	Steamer.	Crushed, Ice.	—	Norway.	17	Alleghany (Am.)	Steamer.	Burned.	—	Tybee, Ga.
	25 J. F. Whitcomb (Am.)	Schooner.	Wrecked.	—	Assateague.	17	Dovey Belle (Br.)	Schooner.	Foundered.	—	Grassholm.
	26 Villa Rica (Argentine)	Steamer.	Collision.	—	Pasana, R., Or.	18	Vaerge (Nor.)	Steamer.	Sunk.	—	Spitzbergen.
	26 Pandor (Swe.)	Bark.	Abandoned.	—	Off Bermuda.	18	Toro (Argentine)	Steamer.	Wrecked.	17	Chili.
	28 Greenland (Br.)	Steamer.	Foundered.	—	Newfoundland.	19	Huselund (Nor.)	Schooner.	Sunk.	—	Near the Scaw.
	30 Julia (Am.)	Bark.	Stranded.	—	Arclebo, P. R.	19	Fido (Nor.)	Steamer.	Stranded.	—	Tweed Heads.
	30 City of Agra (Nor.)	Bark.	Stranded.	—	Cape Sable.	19	Anna Podes (Ger.)	Steamer.	Collision.	—	Vigo.
	— Industria (Ital.)	Steamer.	Abandoned.	4	Eng. Channel.	19	Gallie (Fr.)	Schooner.	Foundered.	20	Grand Banks.
April.	1 John Dalley (Am.)	Tug.	Collision.	2	Hudson R.	19	Kragenaes (Nor.)	Steamer.	Wrecked.	—	Moens Klent.
	3 Gulfport (Nor.)	Bark.	Abandoned.	—	Lat. 28.40 n., long. 76.20 w.	20	Coaster (Br.)				

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

THE RETIREMENT OF WATSON.

Since our last issue went to press, the Federal Labor party has got a nasty jar right on the point, owing to the resignation of the leadership by J. C. Watson. "Chris," as he is familiarly called, has led the party capably and well since the day of his election to the position of leader. When the Federal Labor party met for the first time, in a room in the basement of Parliament House (now given over to the "Hansard" reporting staff), its members were almost entire strangers to each other. The party was just two dozen strong, sixteen in the House of Representatives and eight in the Senate. A few, who had been in State politics, had met previously, at interstate conferences, etc., but the majority had no knowledge of each other, and some did not even know of each other's existence until their names had been announced as candidates at the election just past.

When, therefore, the party held its first meeting, under entirely new and unique conditions, there was much curiosity in the minds of its component parts as to what manner of men these were who had met from the cities and the back blocks of this continent, to formulate and try to carry into effect an Australian national policy. Several names had been mentioned as possibilities in the leadership, but nothing in the nature of a canvass had been attempted on behalf of any one in particular. Watson, as of course, was known by repute to every one of the party; they also knew that he had been a member of the New South Wales Parliamentary Works Committee, but his possibilities and qualifications for the leadership were an unknown quantity, and even his New South Wales friends were unable to give any assurances on his behalf. Perhaps there is no man in the party better able to judge of a man's capacity than Josiah Thomas, of the Barrier, and it was "Jos." who proposed Chris. Watson as leader; and the capable and sagacious manner in which the party has since been led has been a perpetual tribute to Jos.'s perspicuity.

Watson has declared that the strain upon his health has been so great that he was compelled, in justice to himself, to resign the responsibility of leadership. Unquestionably the life of a political leader is no bed of roses; to any man the life is strenuous; to a man so conscientious in the performance of his public duties as Watson has been, the work becomes extremely arduous, and the strain increases in intensity. During the four months that the Labor Ministry held office, the work was visibly affecting the Prime Minister's health. Practically for the first time in the world's history, a Labor Government held the reins of office. What would the guidance be? was a question on every tongue. With one solitary exception, the men on the box were an amateur lot. Only one of them, "Ted" Batchelor, had had any previous Ministerial experience. To have refused to accept the responsibility of forming a Ministry would have invited an accusation of cowardice, and the Labor party, whatever else it may be, has never yet been accused of a want of courage. And thus, although in an ac-

knowledge minority, the task of guiding the affairs of Australia was undertaken. The way was full of obstacles. The Opposition was strong, and well led. The press, powerful if only by its insistence, was screamingly hostile. The moneyed and commercial classes, always the open and avowed enemies of labor, stood shoulder to shoulder with the press. The outside public, apart from the direct Labor supporters, where not absolutely hostile, was indifferent. The searchlight of an organized and most efficient criticism was continuously directed upon every act and every word of the Government. No quarter was shown, none was asked. That chivalrous generosity, which is popularly supposed to be the sacred prerogative of the educated classes, was conspicuous by its absence. Naturally the strain was severe and continuous, and when the ultimatum finally came, the relief to every man in the Ministry was distinctly noticeable. Yet, to the credit of these men, let it be recorded that, when they discarded the reins and got off the box, the State Coach was in excellent trim, not a bolt loose, not a spring broken, and the vehicle itself standing fairly and squarely on the track.

That Watson's resignation has been a severe blow is not, can not be, denied, but it is one of the advantages of the discipline to which the party has been subjected, that provision for such a contingency is assured by the fact that it is not, and has not been, a one-man party. Granted that the fight may be more ably conducted at some periods than at others, still the battle must be fought out on the old and well-mapped field of principle, where the unit is submerged and the cause becomes predominant.

Now a few words in reference, not to the reasons for Watson's retirement, but to the alleged reasons. That there has been any internal dissension is a deliberate lie. That there has been any pressure from what the press is pleased to describe as the extreme wing of the party, is equally a lie. That there has been any pressure, or dictation, from the organizations outside Parliament is the most outrageous lie of all. Watson has resigned. Not a man in the ranks of Labor inside or outside of Parliament but what regrets that he was impelled, or compelled to do so. The blow has been a bit of a "staggerer," but the party is by no means knocked out, and comes up smiling for the next round.—Waterside Workers' Gazette, Sydney, N. S. W.

During the last three months there have been shipped from the port of Valparaiso to the United States Chilean walnuts to the value of \$73,994 United States currency. The walnuts grown in Chile are of a very superior quality and are what are known in the markets at home as English walnuts.

A new line of double-deck motor buses has been started in Calcutta and is reputed to be doing a good business. The motor cars are shapely and well finished and make good time. It is the purpose of the company to increase the number of cars as rapidly as traffic requires.

Demand the union label on all products.

THE FIRST SKYSCRAPER.

It is little more than eighteen years since Bradford Le Gilbert erected the first skyscraper at 50 Broadway, New York. It was an eleven-story building. One day, when it was still in the skeleton stage, he decided to climb up through the network of steel pillars and girders while a gale of wind was blowing. He wished to make some tests of the effect of the storm on the skeleton. The people watching him from the sidewalk said he took his life in his hands. They expected to see the structure topple and fall, burying the hapless inventor in the ruins.

Le Gilbert returned to earth unhurt—a victor who had given the world a new idea that was to revolutionize the American city.

Since then the skyscrapers have become almost a commonplace. Higher and higher they have soared—eleven, fourteen, eighteen, twenty, twenty-five, forty-one or more stories—piling wonder on wonder, transforming Wall, Nassau and Pine streets into narrow canyons between cliffs of steel and stone and making Trinity Church, the finest building in the city half a century ago, a mere foothill of the great skyscraper range.

Then came the new idea, just carried to success, which made men doubt if there were any limits to the height of the skyscraper. The tower of the Singer Building at 147 Broadway began to soar into the air, piling story upon story until there were forty-seven in all, and the lantern that crowned the steel skeleton was fastened in place 612 feet above the sidewalk.—Broadway Magazine.

PROHIBITION AND LIQUOR.

It is stated by prohibition leaders that the territory which is "dry" now includes fully one-third of the entire population of the United States. The number of people living under prohibitory laws is estimated at thirty-three million, or more than ten times the number thus protected against themselves a quarter of a century ago. One would imagine that the expected beneficent effects would be shown in a corresponding falling off of the consumption of fermented and distilled alcoholic beverages, but the returns of the internal revenue collectors show no such effect. The tax receipts from whisky withdrawn from bond for consumption continue to mount from year to year, and the output of the brewers of malt liquors continues to increase. Nor is this increase merely proportionate to the growth of population; on the contrary, the per capita consumption in 1906 (a little more than twenty-two and one-half gallons) was nearly twice the per capita consumed twenty years ago.

How are these statistical facts to be reconciled with the claim that the extension of prohibitory legislation has the effect of diminishing indulgence in stimulants? To assert that the sixty million people living in the territory where the sale of liquor is licensed consume all of the two billion gallons, or thereabouts, which the country annually produces, would be to maintain an absurdity, and, moreover, it would be demonstrably untrue.—Philadelphia Record.

Domestic and Naval.

The three Canadian steamship lines have cut their passage rate uniformly to meet the cuts of the Cunard line.

The United States battleship fleet sailed from Rio de Janeiro on January 22, for Punta Arenas, en route to San Francisco.

The Boston Towboat Company has offered to sell the steamships Tremont and Shamut of its Pacific line for the Isthmian transport service, but no action will be taken at present.

Two men and a woman were rescued from the stranded barges Jane and Nellie at Fisher's Island on January 8. The barges belong to the Seully line, and were blown ashore in the recent gale.

Representatives of various steamship companies argued before the Immigration Commission recently for a reduction of the air space required for passengers under the new law which goes into effect a year hence.

The battleship Mississippi, constructed at Cramps' shipyard, arrived at League Island (Pa.) Navy Yard on January 22 and was formally turned over to the Government. Captain John C. Fremont took command.

The sub-committee of the House Committee on Appropriations recently voted to recommend the immediate appropriation of \$1,000,000 to pay the coal bill incident to the voyage of Admiral Evans' fleet to the Pacific.

The Morgan liner El Valle arrived at Galveston, Tex., on January 18 from New York with eleven men rescued from the Spanish bark San Jose, encountered in a sinking condition on the 13th. Two members of the crew were drowned.

The bark Silcon, which for years plied in the cryolite trade between Philadelphia, Pa., and Ivigtut, Greenland, was sold at Jacksonville, Fla., on January 8, for \$1000, to satisfy a salvage claim. The Silcon was built at Bath, Me., in 1887.

A bill increasing the compensation of officers of the revenue-cutter service was passed by the Senate on January 22. The bill provides for a general reorganization of the revenue-cutter service. Under its terms petty officers receive an increase of 10 per cent for every five years' service.

The Lake Submarine Boat Company has submitted two propositions to the Secretary of the Navy to build either a 300-ton or a 500-ton boat, and it is believed that the Navy Department will accept the offer for the larger boat, which will cost about \$500,000 and have a steaming radius of 2000 miles.

The loss of the schooner Richard S. Leaming, on Long Shoal, near Nantucket, December 18, 1904, with her crew of seven, was recalled on January 9 by the identification of a headless body as that of Captain Harry P. Smith. The body was found on the cliff bathing beach. A package of ship's papers were in a pocket, and it was by means of these that the identification was made.

Representatives of the continental steamship companies who have been holding a meeting at Cologne, Germany, for the purpose of making arrangements for the pooling of the steerage business on the North Atlantic, have decided to hold a conference in London on this question. All the North Atlantic steamship lines, including the American lines and the Cunard Company, will be invited to take part.

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Pacific Coast Marine.

A telegram from London conveys the information that the cargo of the bark Charmer, previously reported as having been on fire at Algoa Bay, S. A., was not damaged.

Word was received at San Francisco on January 23 from Sydney, Australia, that the bark Big Bonanza, previously reported having put in at that port in a leaking condition, will have to discharge her cargo and be repaired.

The Northwestern Steamship Company has been made defendant in a \$25,000 damage suit filed in the Federal court at Seattle, Wash., by C. O. Bergman, a fireman, who was injured on the Oregon so badly that his leg was amputated.

R. O. Young filed a libel in the United States District Court at San Francisco on January 13 to recover \$14.25 from the tug George R. Bailey, alleged to be due him as wages for services as deck hand from December 18 last to January 2.

The Princess Ena, built for the Canadian Pacific Railway coast steamship service, specially designed as a freighter for local trade by W. Grayson & Sons of Liverpool, reached Victoria, B. C., on January 22, eighty-three days from the Mersey.

The charge of having allowed three Chinese to escape from his ship and make an unlawful landing in San Francisco, preferred against Captain Hathaway, of the steamer Mongolia, was dismissed by United States Commissioner Heacock on January 23.

The four-masted schooner J. W. Cliz, Captain E. N. Smith, made a record trip for windjammers from San Francisco, arriving at Eagle Harbor, Wash., on January 22. She made Cape Flattery in three days. She has been laid up and her crew paid off.

The Pacific Whaling Company at Victoria, B. C., on January 24, declared a dividend of 25 per cent on the preferred and 18 per cent on the common stock. The earnings of the year were \$119,657.29. The amount divided among the shareholders will be \$87,422.

General Mackenzie has transmitted to Congress the report of Captain G. B. Pillsbury on the preliminary examination of Dry Straits, Alaska, with a view of securing an alternative channel to Mangell Narrows. He concurs in the Captain's opinion that the locality is not worthy of improvement.

Captain H. J. Thompson has resigned from command of the Union Oil Company's steamer Argyll and his place has been taken by Captain F. E. Ferris, until recently assistant superintendent of the Pacific Coast Steamship Company. Captain Thompson is leaving to accept a more lucrative post as bar pilot at New Orleans.

Arrangements have been made by Representative Hayes, on application of the Williams-Dimond Company, for the China and Japan Trading Company for a hearing to be given by the Foreign Affairs Committee on January 29 of the claim by the company to damages during the Boxer troubles. The company wishes a chance to press its claim before the Court of Claims.

The rough weather which has prevailed during the last few weeks has had the effect of washing away a considerable portion of the breakwater at Port San Luis, Cal. As a consequence the loading of the large number of oil carriers takes about twice as long as was formerly the case. An agitation is afoot to have the breakwater repaired and improved.

The overdue American bark Diamond Head, bound to San Francisco from Newcastle, Australia, arrived on January 23. The Diamond Head encountered very heavy weather on her voyage, which occupied ninety-four days. She has for some time been posted on the overdue list, and quoted for reinsurance at 10 per cent. The Diamond Head had a cargo of coal and is commanded by Captain Petersen.

The steamer Vadsø of the Bosowitz Steamship Company, which left Vancouver, B. C., on January 16 with a cargo and settlers for Graham Island, the northernmost of the Queen Charlotte group, is ashore on the rocks at Cape Lazo, near Comox. The Vadsø is a steel-screw steamer of 914 tons, built at Gotheburg for the Christiania-Vadsø run, and was bought at Liverpool six months ago by the Victoria Company and registered at Victoria, B. C.

The French bark General de Boisseffre, Captain J. Laroque, arrived at Astoria, Or., on January 14, 170 days from Rochester, England, via Hobart, with a cargo of cement. The bark comes without a manifest or bills of lading, and for this she may be subjected to a fine of \$500 by the Customs authorities. It appears that she sailed from Rochester hurriedly on July 31 in order to avoid a delay of ten days on account of the tides, and for that reason Captain Laroque was unable to secure his manifest.

The Puget Sound Navigation Company on January 13 secured from the Superior Court at Seattle, Wash., an order restraining members of the American Association of Masters, Mates and Pilots from interfering in any way with the boats operated by the company or with the employes of the company. The complainant alleged that members of the Engineers' Association, since the inception of the wage troubles, January 10, had

agitated its employes to quit work and in one case had assaulted one man who refused.

The Supervising Inspectors now in session at Washington, D. C., on January 24, wired the local inspectors at Tacoma, Wash., to rescind the recent ruling of Supervising Inspector John Bermingham, of San Francisco, that the Puget Sound steamers having runs of less than thirteen hours' duration might operate without licensed mates. The effect of the order is to strengthen the position of the Masters, Mates and Pilots' Association against the steamboat owners.

An extension of one month in the contract time for finishing the repairs to the Pacific Coast Steamship Company's steamer State of California has been granted to Moran's Iron Works at Seattle. The State of California, when the repairs are completed, will be almost a new steamer. She will have four single end, instead of two double end, boilers and one fire instead of two. The boiler power will remain the same as formerly. It is expected that all of the repairs to the steamer will be completed by the middle of February.

The Sugar Factors' Company, representing all the sugar planters of the Hawaiian Islands, has chartered ten vessels—ships and barks—to carry sugar around Cape Horn to the Atlantic seaboard. This is one more than was chartered last year. The total capacity of this fleet will be about 39,000 tons. About 35,000 tons were carried by this means last year. The fleet consists of the ships Erskine M. Phelps, Fort George, Edward Sewall, Astral, Bangalore, Hawaiian Isles, John Ena and Dirigo, and the barks Nuuanu and Foohing Suey.

The rate for reinsurance on the overdue British ship Castle Rock has steadily risen until it now stands at 65 per cent and the opinion is prevalent, among those who should be most competent to judge, that the vessel is one more addition to the long list of those which have met with disaster during the past few months. The Castle Rock was bound from Sydney, Australia, to Portland, Or., and was regarded as one of the fastest sailing ships afloat. Captain N. H. Jones on her last voyage from Antwerp brought her to San Francisco in 113 days, just the length of time she has occupied on her passage from Sydney. The Castle Rock was built in 1892. She is 268 feet long, has a beam measurement of 40 feet and is 23 feet deep.

A libel was filed in the United States District Court at San Francisco on January 16 against the schooner W. H. Dimond by Peter Mikkelsen, a seaman, who claims that wages amounting to \$531 are due him. He alleges that though engaged November 9, 1906, to make a round trip between San Francisco and Unga, Alaska, he was put ashore and thrown in prison when the Dimond reached that port January 2, 1907. He claims that this arrest and incarceration was for no fault of his and that on account of it he was forced, after remaining at Unga until December of that year, to work his way to Seattle, Wash., and from there to San Francisco, arriving there January 9th. He claims that the agreed wage of \$45 a month should be paid to him from the time he sailed from San Francisco.

Following is the reinsurance list, as posted at San Francisco on January 23: British ship Castle Rock, 122 days from Sydney for Portland, Or., 75 per cent; British ship Alacrita, 174 days from Delagoa Bay for Hongkong, 90 per cent; Japanese steamer Gota Maru, 79 days from Hakodate for San Francisco, 90 per cent; Norwegian bark Gartha, 207 days from Menade for Amsterdam, 10 per cent; British bark Sunlight, 146 days from Port Pirie for Falmouth, 10 per cent; British bark Doverby, 157 days from Cardiff for Valparaiso, 40 per cent; American schooner William Nottingham, 107 days from Melbourne for Seattle, 20 per cent; American ship Eclipse, 99 days from Newcastle, Aus., for San Francisco, 15 per cent; French bark Francois, 105 days from San Francisco for Ipswich, 5 per cent.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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WEDNESDAY, JANUARY 29, 1908.

GERMANY AND HER SEAMEN.

The German merchant marine, which, like a veritable Minerva, seems to have sprung full-grown from the head of the nation, is the pride of the Fatherland and the wonder of all other lands. In many ways other than as a commercial achievement the progress of Germany on the sea affords ground for encouragement and admiration on the part of seamen generally. Accordingly it is to be regretted that a maritime career thus well begun—begun at the point reached by other maritime nations after centuries of experience—should develop signs of degeneracy in the most essential requirement of permanent success and progress.

It is an axiom, recognized and accepted by all, except by those who stand to profit by denying it, that maritime power depends finally upon the personnel—that is, the seamen. The nation most powerful on the sea is that which is served by the best seamen. In this respect the German merchant marine has until recently given promise of becoming an institution useful for commercial purposes and, what is much more important, powerful for purposes of national defense, because embodying the patriotic instincts of the people. However, as quite commonly occurs, the commercial instinct, being more active because more personal, or selfish, seems to have gained ascendancy in the German merchant marine, as in the maritime service of other nations, to the extent of seriously jeopardizing its success in the essential respects here pointed out.

Within the recent past reports of ill-treatment of seamen on German ships have become a familiar feature of the public prints. Glancing at the headlines of these reports, the reader might well fancy himself back in the days of the American hell-ship. An instance in point comes under our notice at the moment, which we quote, not to justify these strictures, but to illustrate them. The Grays Harbor Post, of Aberdeen, Wash., noting the arrival in the Northern port of the German steamer Germanicus as an event of importance in the shipping history of that locality, comments upon the conditions existing among the crew, as follows:

The big German steamship Germanicus proudly rides the tides at the mouth of the Wishkah. Her handsome commander, warmly clad in rich garments, entertains visitors royally in his comfortable cabin. Champagne flows, good will greetings pass and fellowship prevails.

One hundred and eighty feet away in the fore-castle of the big boat the men who man her at sea are huddled in quarters unfit for human habitation. An 18-year-old German boy, compelled to work on the steel decks amid ice and snow while the vessel was at Vancouver, B. C., with his bare feet protruding through the holes in his shoes, lies in a bunk as a result of this exposure, with no blanket to cover him. His big brown eyes, made larger and brighter by his sickness, shine through the gloom of the fore-castle as a mute reproach to the men in charge of the ship.

This statement is not an appeal for sentimental sympathy. The writer stood in that spot last Tuesday and Wahner's eyes burned themselves into his memory and the picture will not pass.

Captain Berndt should visit the "fore-castle" of his own ship. If the spark of humanity is not entirely extinguished in his breast he will see that the men have clothes and blankets. The plea that sailors are rough and need such treatment is not sufficient in this case. And if the dictates of the captain's better nature will not cause him to give heed to the crying needs of his men, then efforts should be made to find if there are not ways of compelling him to do so.

Another instance of the same kind is that of the German steamer Tolosan, which recently gained notoriety in San Francisco by forcing on board a Chinese crew, who had sought to escape from the vessel owing to ill-treatment at the hands of the ship's officers. The Tolosan put into Honolulu in distress three weeks ago, and reported that the Chinese crew refused to work, even when the officers threatened to shoot them. These incidents make reading that is at once disagreeable and disappointing—disagreeable because of the element of inhumanity, and disappointing because of the prophecy of retrogression in maritime standards that is too plainly contained in them.

Touching the suggestion of the Grays Harbor Post, that efforts should be made to compel the better treatment of the seamen on German vessels, it is at once sufficient and insufficient to say that law in abundance already exists to secure that end. Unfortunately, however, the administration of the law, in foreign ports at least, is in the hands of men whose commercial instincts are stronger than their humanity or even their respect for the law itself. Hence the law is enforced only in so far as it is favorable to the "interests of commerce"; so far as it is favorable to the interests of humanity, the law is "more honored in the breach than the observance." If the Fatherland would grow and prosper as a maritime nation, if it would become a real power on the sea rather than a mere common carrier, it must treat its seamen at least as well as it treats its men in other callings, not as outcasts of the soil and flag.

Chicago, January 20.—Eleven newsboys were arrested last night for shouting "War is declared between the United States and Japan." The boys for hours had gone through the streets giving utterance to the sensational yells. They were selling a weekly newspaper and meeting with a large sale until victimized persons called up the police. The boys were released after having been warned.—Press Dispatch.

Now that the newsboys have been solemnly "warned," there remains the question: What shall be done with those editors who print stories calculated to stir up war feeling? It would seem that as between the "newsie" who makes a false announcement of the contents of his wares, and the editor who prints false views of the relations between the United States and Japan, the latter is by far the worst offender, both upon the grounds of responsibility and influence. A warning administered to the editor, instead of to the newsboy, would be more logical, even though less effective.

THE AMERICANS MUST GO!

Justice Harlan, of the United States Supreme Court, said at the dinner of the Navy League in Washington on Friday night:

"I believe that we will see within the next ten years an army of perhaps 5,000,000 men in China, drilled and instructed by the Japanese, and when that time comes they will be in position to say to us of the white race: 'You keep your country; we will keep this country; get out.'"

That will not be by any means a calamity, provided no war ensues.

Why should we not attend to our own business? What right have we to close our gates to Japanese and Chinese, and at the same time demand that China and Japan open their gates wide to all our people?

The Chinese and Japanese have absolutely the same right to tell us to get out of their country and to enforce that demand at the cannon's mouth if necessary, that we have to pass and enforce Exclusion laws. The Bee sympathizes with them even in their effort to throw the missionaries out—a set of meddlers who, as a class, have become international nuisances, and who have done far more harm than good.

What magnificent inconsistency it would be for this country, after its justifiable treatment of the Chinese and Japanese, if it should want to go to war when China and Japan turn around and tell our meddlers and exploiters to get out and stay out!—The Bee, Sacramento, Cal.

The Bee is right in saying that action by the Chinese and Japanese to force the white race out of the Orient would not be by any means a calamity. Our contemporary might have gone further and declared that such action might easily prove a blessing. For one thing, it would give a quietus to the anti-Exclusion argument (?) that the unrestricted admission of Japs to the United States is a necessity to the welfare of American commerce in Japan. When the American merchant is excluded from Japan, that individual, instead of shouting for the "markets of the Orient," with the concomitant of Oriental immigration to the United States, will turn his attention to the markets of America and other white countries. When the American merchant finds that he must deal with the people of his own country, he will be among the most insistent in demanding the exclusion of those elements which tend to lower the aggregate consuming power of the people.

In the meantime the danger confronting us is not so much that of an army of 5,000,000 Chinese, designed for military purposes in China, as of an army of equal, or even smaller numbers, designed for the conquest of the United States by the arts of peace. In other words, the danger to the white race lies in an invasion of laborers, rather than in an invasion of soldiers. That danger is the greater because the more insidious. Millions of patri-Japanese, contemplate the immigration of that bare suggestion of military invasion by the Japanese, contemplate the immigration of the race without turning a hair, even going so far as to approve the latter circumstance, at the same time denouncing those who protest against it as so many "hoodlums" and "sand-lotters." The trouble with our pro-Japanese fellow-citizens is that they judge the Japanese invasion entirely by the weapon it carries. The pick and the ploughshare may in certain circumstances be less dangerous than the rifle and the sword, but when the former implements are used to deprive the laborer and agriculturist of their means of livelihood, the effect is precisely the same as though they had been operated upon by the latter weapons.

The danger in the situation is not that the Chinese and Japs may raise the cry of "The Americans must go!" but that the Americans themselves will fail to act upon the same instinct of race-preservation. Stated conversely, the danger is that the American people will be willing to fight for the right (?) of Americans to enter China and Japan, a fight which,

if won, would be but a Pyrrhic victory, since it would carry with it the right (?) of the Chinese and Japs to enter the United States.

THE LICENSE FAD.

Janitors of New York, at a meeting last night, unanimously decided to advocate the passage by the Legislature of a bill licensing janitors and preventing the employment as janitor of any one not furnished with a license. Examinations are to be required, and no one may receive a license who can not show a good knowledge of sanitation, conduct in case of fire and other things which every good janitor should know. More than 700 men and women janitors attended the meeting.—Press Item.

This is the latest example of the license fad which prevails to a great extent among the workers in various callings. The theory of efficiency, upon which the demand for the licensing of men in this or that calling is based, is well enough—as a theory. The practise of the thing is quite another matter, however. Those who would secure the passage of license laws should bear in mind the fact that all such laws carry with them a quid pro quo. In the case in point, the thing given for the thing received is in the nature of a surrender of certain rights enjoyed by the unlicensed, among which is the right to quit work. The janitors of New York and others similarly inclined in the matter of licenses will do well to reflect that while a system which tends to give them a monopoly of jobs may be a fine thing, a system which compels them to stay with their jobs when they desire to quit is not quite such a fine thing. The janitors of New York are to be commended upon their desire to increase the standard of efficiency in their calling—in itself a very important desideratum—but we fear the same can not be said concerning their judgment of the means best calculated to secure that worthy end. According to the letter and spirit of recent construction, the government license signifies merely an arrangement under which the licensee surrenders his rights of individual liberty in return for a pledge from the Government that no one shall be permitted to work without first securing a license. The question of efficiency is about the last thing thought of by either party to the arrangement.

Referring to the observation of the author of "World's Shipwrecks in 1907," that "the year 1907 will go down in marine history as one in which the strongest type of ocean-going vessel fared equally as badly as did some that were aged, worn-out and probably poorly manned," we understand the latter phrase to be used in the relative sense. At any rate, it is safe to say that all the vessels named in the list of shipwrecks were poorly manned. It is equally safe to say that all vessels are poorly manned. We make this statement upon the basis of two known conditions, first the absence of any adequate legal requirement as to the manning scale; secondly, the desire of the shipowner to run his vessels as economically as possible.

To those who are interested in properly receiving the fleet upon its arrival on the Pacific Coast we would suggest that a good beginning may be made by discontinuing the use of the word "jackie," as descriptive of the seaman. Whatever the seaman may or may not be, he is certainly not a monkey. In the absence of a better term, just call the seaman a seaman, and let it go at that.

Demand the union label on all products.

One Raymond A. Lucas, a member of the crimping fraternity in Hilo, T. H., recently appeared before Judge Dole, of Honolulu, to answer a charge of taking allotment notes from several seamen of the ship John Ena, in violation of the Navigation laws. Crimp Lucas pleaded guilty to having received allotment in payment of liquor bills, but urged that he did so in good faith and without knowing that such allotment is illegal. An interesting feature of the case is the attitude of United States District Attorney Breckons, who declared his belief in Lucas' statement of his ignorance of the law. The District Attorney announced that the proceedings against the crimp were taken under instructions from Washington, and in general assumed an attitude of perfunctory prosecution. Judge Dole fined Lucas \$25 and costs, a merely nominal sum as compared with the full penalty provided by law. The law in question has been in operation for about ten years, long enough, one would think, to become familiar to all persons connected with shipping affairs. Under the circumstances "ignorance of the law" seems a rather far-fetched plea. That plea is proverbially a weak one, and in no instance is it weaker than in that of the crimp who offers it to escape the just penalty of his nefarious practises. If the laws designed to protect seamen from robbery at the hands of their parasites are to be enforced at all, that object can be attained in but one way, namely, by the infliction of the full penalty in every case of violation.

That feature of the Maguire Act under which boarding-masters are prohibited from holding a seaman's clothing for debt was recently invoked in the Federal Court at San Francisco. A seaman named Cornelius McNamara demanded the release of his clothing by Mrs. Margaret McVeigh, with whom he had lodged, and who sought to retain the baggage as a means of compelling payment of her bill. As to the merits of the case the JOURNAL is entirely uninformed. Possibly the case is another instance of a good law abused to the injury of an innocent person. Quite likely the sympathy expressed for Mrs. McVeigh is deserved, in which event the JOURNAL joins in expression of regret that she should be victimized under a law which is designed merely to protect the seaman against the crimps and other unscrupulous persons. While the organized seamen have fought strenuously for the enactment and enforcement of the law in question, they have never countenanced, even by silence, anything in the nature of imposition by seamen upon those who have just claims against them. The Maguire Act was passed solely as a means of protecting the seaman against being forced to pay unjust bills, and with no thought of its being invoked to protect the seaman in evading his just liabilities. It is an old observation that every good law is subject to abuse. It is gratifying to know that in the case of the Maguire Act the instances of abuse have been practically inconsiderable.

Demand the union label, and insist upon receiving it.

W. R. Grace & Co., filed a libel in the United States District Court at San Francisco on January 16 against the steamer A. G. Lindsay to recover \$4444.63 for coal furnished. The libellant alleges that, November 1, 1907, while the steamer was on a voyage from Baltimore, Md., to Aberdeen, Wash., she put into the port of Coronel, Chile, where S. Stangeland, her master, procured a supply of fuel from the libellant's agents and that this has never been paid for.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 27, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping dull and prospects poor. A communication from Secretary A. Furuseth was read stating that he would leave Washington, D. C., for San Francisco at an early date, traveling via Chicago and Puget Sound.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Jan. 20, 1908.
Shipping dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Jan. 20, 1908.
Shipping and prospects very dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 19, 1908.
No meeting; no quorum; shipping and prospects poor.
W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Jan. 20, 1908.
Shipping poor; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Jan. 20, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 19, 1908.
Shipping slack; prospects poor.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 20, 1908.
Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Jan. 6, 1908.
Situation quiet.
J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 23, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull.
EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Jan. 16, 1908.
Shipping slow.
ARTHUR KNOWLES, Agent pro tem.

San Pedro Agency, Jan. 16, 1908.
Shipping dull; plenty of men ashore.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Jan. 13, 1908.
General situation unchanged.
V. A. OLANDER, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Jan. 21, 1908.
Shipping very dull.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Jan. 20, 1908.
Shipping very slow.
DANIEL SULLIVAN, Secretary.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Jan. 14, 1908.
Shipping dull.
H. P. GRIFFIN, Secretary.

DIED.

Frithjof Hansen, No. 1623, a native of Norway, aged 25, died at San Francisco, Cal., on January 25, 1908.

Herman Helander, No. 156, a native of Finland, drowned in San Francisco Bay, January, 1908.

John Frederick Schwickart, No. 892, a native of Germany, aged 39, died at San Francisco, on January 26, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



AID FOR LIFE-SAVERS.

The life-savers, who work in summer and are cast adrift in the winter, are exciting considerable attention generally.

Senator Frye has again introduced his bill to increase the efficiency of the Life-Saving Service. There is no inducement to remain in the service, and there is a constant exodus of numbers of the best men. Under present conditions it is almost impossible to fill the vacancies with competent recruits. The object of Senator Frye's bill is to change this state of affairs.

The work of the life-saving crews is not governed by night or day service. They must be constantly on the spot, often staying on duty continuously for many weary hours. The history of the life-saving service is one of heroism.

During the fiscal year which closed last June there were 848 disasters to vessels, of which 49 were totally lost. There were on board these vessels 5,320 persons, of whom only 29 were lost. Succor was afforded at the stations to 811 persons, to whom an aggregate of 1,727 days' relief was furnished. The estimated value of the vessels was \$10,482,365, and that of their cargoes \$4,558,775, making the total value of property imperiled \$15,041,140. The estimated value of property saved was \$12,266,100; of property lost, \$2,775,040.

To make this record more impressive, the following table shows a total general summary of operations since the introduction of the present system, 1871 to 1907:

Number of disasters.....	16,479
Number of persons involved....	116,442
Number of lives lost.....	1,127
Number of persons succored at stations	19,741
Value of vessels.....	\$171,505,865
Value of cargoes	71,177,834
Value of property involved....	242,683,699
Value of property saved.....	192,024,612
Value of property lost.....	50,659,087

The difficulty of late experienced in obtaining and holding competent men for the station crews has very nearly become a distinct impossibility, and it is claimed that there is a marked deterioration in the rank and file of the service. This is due to the want of adequate inducement for enlistment or continuance in the service. A bill to remedy the difficulty was favorably reported by the Committee on Commerce in the Senate at the last session, but it failed of passage.

BIG STEEL ORE DOCK.

Six thousand tons of steel, 2,500,000 feet of timber for the superstructure, 4,000,000 feet of hemlock timber for the cribbing, 300,000 feet of piling, 35,000 cubic yards of rock and 12,000 cubic yards of concrete are among the component parts of the first steel ore dock on the Great Lakes which is under construction at Two Harbors.

The estimated cost of the steel ore dock is \$1,150,000, which is more than one-third greater than the estimated cost of a wooden dock of the same proportions.

The new dock will be the sixth structure for ore-loading purposes at Two Harbors. It is being built west of dock 5. Its length

will be 888 feet, 154 feet shorter than the other docks. It will be fifty-three feet from outer edge to outer edge, four feet wider than the present docks. It will contain 148 pockets, seventy-four on a side. The dock will be seventy-three feet high, seven feet higher than the highest of the present structures, and six inches higher than Mesaba dock 4 at Duluth.

The pockets will have an overhang of seven feet six inches. The steel supporting columns are thirty-eight feet. The storage capacity will be 47,360 tons, or 320 tons per pocket. The use of steel framing instead of timbers results in a great saving of space for ore storage.

In view of the recent construction of Alouez dock 1, Superior, and the late building of the big Mesaba dock 4, Duluth, both timber, the determination of the United States Steel Corporation to build a steel ore dock at Two Harbors is particularly interesting, tending to show that the corporation believes ore dock construction has reached such a high plane that improvements within the next two decades will not render obsolete the methods of operating the steel ore dock.

The life of the new dock is estimated at about twenty-five years, which is about twice that of the wooden dock.

JUDGE DISMISSES LIBEL.

Judge Swan of the United States District Court at Detroit recently took up the cases on the admiralty docket. The first to be heard was the libel of Engineer Thomas Colford against the passenger steamer Flora, which is spending the winter at Detroit, plastered by so many libels that the job of lifting them will be an intricate one. Colford's libel was the first to be filed on the Flora, and his claim was \$610, which he alleges was due him for wages as chief engineer and for money advanced to Captain Martin O'Toole, owner of the boat, to assist in her operation. Captain O'Toole claimed that Colford had agreed to buy stock in the company to be formed for the purchase of the Flora, and had consented to allow his wages of \$115 a month to apply as payment for his stock. Judge Swan held for the defendant and dismissed the libel, without costs to either party.

Following are the masters appointed for the Pickands, Mather Company for the coming season:

Steamers.	Captain.
W. G. Mather.....	L. W. Stone
Amasa Stone.....	W. A. Reed
Jay C. Morse.....	A. H. Reed
D. O. Mills.....	D. H. Mallory
Crete.....	W. A. Williams
Verona.....	James Jackson
Odanah.....	J. D. McPherson
Calumet.....	Harry Howard
Hemlock.....	John McNeil
Elba.....	C. H. Woodford
Adriatic.....	B. D. Townsend
Victory.....	Joseph Lowes
Pathfinder.....	James Neil
Barges.	Captain.
Constitution.....	P. A. Peterson
Sagamore.....	Peter Cartwright

SEASON'S ORE PRODUCTION.

In all its history of more than six decades, the Lake Superior iron region has never had a more prosperous season than the one just closed. A new high record has been set by the production of ore, wages have been the highest in years and the output of the mines has commanded better prices than have prevailed since 1900. Labor has been scarce; in some instances it has been domineering, but in most districts the relations between employer and employe have been marked by notable cordiality. Strikes have occurred only on the Mesaba Range and at the shipping docks of the head of Lake Superior. They were annoying while they lasted, and for a time they put a big crimp in shipments notwithstanding that production elsewhere in the region was stimulated.

There have been approximately 200 mines on the producing list this last season, materially the largest number in the history of the region and double the record in this particular no further back than seven years ago. There were 170 shippers in 1906, 143 in 1905, 133 in 1902 and 104 in 1901. Never before have stockpiles been so thoroughly cleaned up as this year. Operations have been in progress at properties that had long been idle, and the eager demand for ore has stimulated exploration. In all departments of mining work the activity has scarcely been without a parallel.

As far as the movement of ore by water is concerned, the shipping season came to an end this year with the departure from Escanaba, on December 12, of the steamer Captain Thomas Wilson. The Lake fleet has carried a total of 41,300,000 tons and in addition there has been transported all rail approximately 850,000 tons. Thus the aggregate outgo for the year is 42,150,000 tons. In 1902 the production footed up 27,500,000 tons. Then came a depression in the trade, and in 1904 the shipments had fallen to 21,800,000 tons. The following year saw all records broken with a production of 34,400,000 tons, and in 1906 a new high mark was established when 38,400,000 tons were forwarded. Now, the record for 1906 has been surpassed to the extent of 3,750,000 tons.

PORT COLBORNE ELEVATOR.

J. S. Jamieson, the engineer and designer of grain elevators, has returned from Port Colborne, after making a careful inspection of the huge Government grain elevator now in course of construction there.

This elevator, according to the plans prepared by Mr. Jamieson, will, when completed, hold in the vicinity of 2,000,000 bushels, and it will be equipped with the most modern machinery for the rapid handling of grain at a minimum of cost.

Mr. Jamieson said that the elevator, when completed, would be one of the largest and finest in Canada. It would permit of the rapid handling of grain to and from the largest Lake vessels, and it would be ready to receive cargo shortly after the opening of navigation next season. The elevator will cost about \$1,250,000.

Demand the union label on all products.

NEW CITY OF CLEVELAND.

The big new D. & C. steamer City of Cleveland is beginning to look very much like a finished boat, although weeks of work will still be necessary to compass the immense amount of detail required in her decoration. When the boat was begun the steamship company announced that she would be the finest passenger craft in the world, and the few who have succeeded, by pull or stealth, in slipping by the burly watchman at the gates of the American shipyards in the past few days, and taken a thorough look, are just beginning to realize what a grand vessel she will be when her engine turns for the first time and she starts on her builder's trip on May 15.

The vessel is now past the point which had been reached in her construction when she was burned to the water's edge last May. Outside, she is practically done, the mast is up and rigged, the machinery is installed and all ready to turn on short notice, and the engines are fired. The mahogany panels which line the corridor are placed, and the \$25,000 array of original paintings, specially prepared to adorn the walls and ceilings of the main cabin and convention hall are all in position. The builders are taking every precaution to avoid a repetition of the disaster which destroyed the first edition of the City of Cleveland. Even in the shipyards, far from the dock, signs adorn the buildings, forbidding smoking, and large hands point to the fire alarm boxes which are scattered all about the place. Aboard the boat no man is allowed to smoke. At the earliest possible moment in the construction of the vessel fire-fighting apparatus was installed. For months the engines have been fired, hose and the latest sprinkling apparatus placed ready for instant use.

Two representatives of the underwriters, who were so hard hit in the fire, are aboard the vessel constantly watching every detail of the electrical construction, bound that there shall be no flaw in the work that might cause disaster when the boat finally sails. At night a watchman guards on every deck, while one man does nothing but see that the others are doing their duty.

NEW HARBOR OF REFUGE.

In a report submitted to Congress through the War Department, Major Graham D. Fitch recommends that a harbor of refuge be constructed at the eastern entrance to the Keweenaw ship canal, Michigan. The last River and Harbor act authorized a preliminary examination of the canal with this end in view.

The object of the contemplated improvement is to provide a harbor where vessels may seek refuge in time of storm and where eastbound boats going through the canal may lie to and wait for clearing weather before passing out into Lake Superior.

The plan presented by Major Fitch contemplates the excavation of a basin with a mooring pier, just within the eastern entrance to the canal, and involves the acquisition of a considerable tract of land in addition to that pertaining to the present canal property. Major Fitch estimates that it will cost the Government \$210,000 to construct the harbor of refuge. His recommendations are concurred in by Lieutenant Colonel W. H. Bixby, division engineer, and by the Board of Engineers for rivers and harbors.

MILWAUKEE COAL RECEIPTS.

Milwaukee need not fear a coal famine this year, judging from the amount of coal that has been received during the season just closed. A new record of receipts has been established, the receipts being the largest in the history of the port city, and the increase far outstripping the increase of last year over 1905.

According to the figures compiled by W. H. Simpson, Superintendent of the Northwestern Fuel Company, a total of 4,108,919 tons of coal were received in Milwaukee this year.

The receipts last year amounted to 3,302,897 tons, thus making the receipts this year 806,022 tons more than last year. In 1906 the increase in receipts over those in 1905 was 483,056 tons, while the increase in receipts in 1905 over those in 1904 was 107,607 tons. The increase this year is, therefore, the greatest in the history of Lake traffic at that port.

Of the total amount of coal received this year 881,869 tons were anthracite and 3,227,050 tons were bituminous. The increase in hard coal receipts was 36,633 tons, while the increase in soft coal receipts amounted to 669,389 tons. During November and December until the close of the season 168,803 tons of anthracite and 471,789 tons of bituminous were received, in comparison with 132,645 tons of anthracite and 319,065 tons of bituminous in 1906 for the same period.

Six of the Tomlinson fleet of fourteen boats will winter at Duluth and eight at Buffalo.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.	.....133 Clinton Street
	Telephone 240 South.
BUFFALO, N. Y.	.....55 Main Street
	Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.	.....87 Bridge Street
	Telephone 552.
CLEVELAND, O.	.....81 Main Street (Old Number)
	Telephone Bell West 351.
TOLEDO, O.	.....719 Summit Street
	Telephone Black 6081.
NORTH TONAWANDA, N. Y.	.....152 Main Street
	Telephone Bell 2762.
AGENCIES.	
DETROIT, MICH.	.....7 Woodbridge Street, East
	Telephone 3742.
ASHLAND, WIS.	.....515 East Second Street
	Ashland Phone 1563.
SUPERIOR, WIS.	.....1721 North Third Street
	Telephone, Old Phone, 4428 L.
BAY CITY, MICH.	.....108 Third Street
OGDENSBURG, N. Y.	.....40 Ford Street
FT. WILLIAM, ONT., CANADA.	.....Box 235
KINGSTON, ONT., CANADA.	.....(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.	.....725 Quay Street
ERIE, PA.	.....107 East Third Street
	Telephone Bell 599 F.
CONNEAUT HARBOR, O.	.....922 Day Street
	Telephone Local 233.
SOUTH CHICAGO, ILL.	.....9142 Mackinaw Avenue
	Telephone 1944 South Chicago.
SANDUSKY, O.	.....510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Peiper Heidseick, Joe Walcott, Big Bear, Diamond D, El Tiladdo, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowdle Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kalser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Planos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Ames Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

WORLD'S SHIPWRECKS IN 1907.

(Continued from Page 2.)

Date.	Name of vessel and flag.	Rlg.	Cause.	Lives lost.	Location.
July.					
27	Pardon G. Thomson (Am.)	Schooner.	Stranded.	—	Muir Ledge, N. S.
27	Fontense (Am.)	Steamer.	Burned.	8	Cayuga L., N. Y.
27	Glad Tidings (Br.)	Schooner.	Wrecked.	—	Labrador.
28	Auguste (Nor.)	Bark.	Wrecked.	—	Gaspe.
28	Avon (Swe.)	Steamer.	Stranded.	—	Hasle.
29	Nevada (Am.)	Steamer.	Stranded.	—	Farran's Point.
29	Rodney (Br.)	Steamer.	Stranded.	—	Turkey.
30	Athene (Br.)	S. Yacht.	Missing.	12	Greenock-B. Aires.
30	Dulverton (Br.)	Steamer.	Missing.	32	Bahia Blanca-Antwerp.
31	Fortunatus (Br.)	Steamer.	Burned.	—	Lat. 6 s., long. 90 e.
—	Charles and Ella (Br.)	Schooner.	Foundered.	9	Carolina Gr'p. Brazil.
—	F. B. Lovett (Br.)	Bark.	Abandoned.	—	—
Aug.					
1	Lumparland (Russ.)	Brig.	Stranded.	—	Lemlrg.
1	Paul Emil (Swe.)	Schooner.	Stranded.	—	Ratan.
2	Helen F. Whitten (Am.)	Schooner.	Struck rocks.	—	Labrador.
3	Cara (Nor.)	Bark.	Stranded.	—	Brazil.
5	Eliza (Br.)	Schooner.	Wrecked.	—	Ingonish I., Mar. Prov.
5	Veritas (Nor.)	Steamer.	Sunk.	—	Bl. Head, Llz.
7	Santa Barbara (Span.)	Steamer.	Stranded.	—	—
8	John Currier (Am.)	Ship.	Wrecked.	30	Bristol Bay, Alaska.
8	Alliance (Am.)	Steamer.	Collision.	—	Willamette R., Or.
8	Maurice (Fr.)	Brig.	Collision.	—	Dunkirk.
9	City of Carthage (Br.)	Steamer.	Wrecked.	—	Kamodasaki, Kobe, Japan.
9	Freysdale (Nor.)	Steamer.	Wrecked.	—	Rockland, Me.
9	Columbia (Br.)	Steamer.	Struck rocks.	3	Lobos Sierra.
10	Catharina (Ger.)	Ship.	Collision.	—	—
10	Nachigawa (Jap.)	Steamer.	Sunk.	1	Osaka, Japan.
11	Betty (Nor.)	Yacht.	Collision.	—	Lindosund.
11	Bosphorus (Greek)	Steamer.	Foundered.	—	Serpent Is.
11	Magallanes (Chilian)	Steamer.	Wrecked.	—	Valdivia, Chlil.
12	Henry A. Litchfield (Am.)	Barge.	Burned.	—	Cape Henry.
12	Myronus (Am.)	Schooner.	Collision.	4	L. Is. Sound.
12	Traveler (Am.)	Schooner.	Sunk.	—	L. Is. Sound.
13	Burgeden (Br.)	Schooner.	Collision.	—	Crosby Chan., Eng.
13	Sullburg (Ger.)	Steamer.	Foundered.	—	Near Hong K.
14	McMac (Br.)	Steamer.	Stranded.	—	Broad Cove, Nfld.
15	Wlk (Ger.)	Steamer.	Explosion.	—	Suruga Bay.
15	Redskin (Am.)	Yacht.	Burned.	—	Yarmouth, N. S.
15	Ingoberg (Dan.)	Bark.	Collision.	—	Brisbane.
15	Mirellil (Fr.)	Steamer.	Wrecked.	—	Lisbon.
16	Tillie E. Starbuck (Am.)	Ship.	Abandoned.	—	Lat. 38 s., long. 91 w.
16	Sainte Helene (Fr.)	Steamer.	Foundered.	—	Bordighera.
16	Maizuru Maru (Jap.)	Steamer.	Wrecked.	—	Jameshall Grp.
20	Quall (Br.)	S. trawler	Collision.	—	Humber.
21	Lycavyes (Greek)	Steamer.	Boiler explos.	—	Bosphorus.
22	Abeille (Fr.)	Tug.	Collision.	—	Borkum.
22	Gertrude (Swe.)	Steamer.	Stranded.	—	Ronnokar.
22	Signld (Swe.)	Bark.	Ashore.	—	Nicolstad.
23	Hedwlg Woermann (Ger.)	Steamer.	Stranded.	—	Africa.
25	Despena (Greek)	Steamer.	Stranded.	—	Juliana Point.
25	Diamon (Nor.)	Trawler.	Abandoned.	—	Off Faroe.
26	Gerry (Am.)	Tug.	Collision.	5	Chesapeake B. Pacific.
27	Carrie and Annie (Am.)	Schooner.	Wrecked.	—	—
28	Nicaraguan (Br.)	Steamer.	Missing.	40	North Atlantic.
28	Violette (Fr.)	Schooner.	Foundered.	18	Eng. Channel.
29	S. S. Hudson (Am.)	Schooner.	Burned.	—	Nova Scotia.
29	Armenia (Nor.)	Bark.	Wrecked.	—	Cape Ehatte.
29	Isaac Elwood (Am.)	Steamer.	Collision.	—	Nr. Detroit, Mich.
29	Alert (Br.)	Tug.	Swamped.	3	Ontario.
29	Gracebell Taylor (Am.)	Schooner.	Stranded.	—	Macoris, Sn D.
30	Generale Stefaro Canzlo (Span.)	Steamer.	Foundered.	—	C. Trafalgar.
30	Effort (Br.)	Steamer.	Foundered.	—	Barrel Light, Fleetwood.
30	Wellington (Br.)	Steamer.	Stranded.	—	Gadaso Light.
31	Eros (Br.)	Steamer.	Collision.	—	Southampton.
—	B. Frank Neally (Am.)	Schooner.	Missing.	7	Jacksonville-Abaco.
—	Madeline (Fr.)	Schooner.	Missing.	20	North Atlantic.
Sept.					
3	Coal King (Am.)	Barge.	Foundered.	—	Montauk Point.
4	Excelsior (Am.)	Barge.	Stranded.	—	Watch Hill, R. I.
4	Henry M. Stanley (Am.)	Steamer.	Collision.	—	Ohio River.
4	Majestic (Am.)	Steamer.	Burned.	—	Louisiana.
4	Arthur (Nor.)	Bark.	Wrecked.	—	Oklands Vaag.
5	Decorra (Am.)	Schooner.	Abandoned.	—	Off Nova S.
5	Fornjot (Nor.)	Bark.	Wrecked.	—	Lowestoft.
8	Judy (Am.)	Schooner.	Capsized.	—	Chesapeake B.
9	Viking (Swe.)	Steamer.	Wrecked.	—	Iceland.
9	San Gabriel (Am.)	Steamer.	Struck rocks.	—	California.
10	Oshima Maru (Jap.)	Steamer.	Sunk.	—	Kwantung.
10	Blonde (Fr.)	Schooner.	Stranded.	—	Finisterre.
10	H. A. Root (Am.)	Steamer.	Capsized.	2	Kenosha, Wis.
10	Gladialor (Span.)	Steamer.	Wrecked.	—	Corone.
11	Belgica (Belg.)	Trawler.	Fire.	—	North Sea.
11	Glan Maru (Jap.)	Steamer.	Stranded.	—	Soya Strait.
11	Kotokura Maru (Jap.)	Steamer.	Stranded.	—	Soya Strait.
12	Resolute (Br.)	Steamer.	Foundered.	—	Nr. St. Ann's Head.
13	Emilia L. (Ital.)	Bark.	Stranded.	—	Maine.
16	Inez (Swe.)	Schooner.	Stranded.	—	Vala Grund.
16	Vera (Swe.)	Steamer.	Burned.	—	Holmstad.
16	Dart (Br.)	Schooner.	Stranded.	—	Plough Rock, Holy Island.
17	Neva (Am.)	Schooner.	Wrecked.	—	N. Y. Bay.
17	Taifu Maru (Jap.)	Steamer.	Burned.	45	Chinkiang.
21	Busturia (Span.)	Steamer.	Collision.	—	Maassham.
21	Tellus (Nor.)	Steamer.	Stranded.	—	Grays H., Pac.
21	Gallus (Russ.)	Brig'tine.	Capsized.	—	Lat. 57 n., long. 20 e.
22	Juno (Ital.)	Steamer.	Stranded.	—	Soujong Point.
24	Cumberland (Am.)	Schooner.	Abandoned.	—	Off Nova S.
24	Grace W. Hone (Am.)	Schooner.	Stranded.	—	Matinicus Is., Me.
25	Princess of Avon (Br.)	Schooner.	Capsized.	1	Massachusetts.
25	Mary C. Smith (Br.)	Schooner.	Wrecked.	—	Whitehead, N. S.
—	Priscilla (Am.)	Tug.	Foundered.	—	Atlantic.
26	Ferry (Am.)	Steamer.	Capsized.	14	Alabama.
27	Scorpion (Br.)	Steamer.	Sunk.	—	South Weck B.
27	Pernambuco (Brazilian)	Steamer.	Struck wreck.	—	Bahia, Brazil.
28	Otter (Br.)	Steamer.	Stranded.	—	Br. Columbia.
30	Guiana (Nor.)	Bark.	Missing.	18	Mobile-Bahia Blanca.
30	Glen (Am.)	Schooner.	Wrecked.	—	Ikatak.
Oct.					
1	Trafalgar (Br.)	Steamer.	Stranded.	—	Port Talbot.
1	Lcon XIII. (Fr.)	Ship.	Struck rocks.	—	County Clare, Ireland.
2	Boston (Ger.)	Steamer.	Ashore.	—	Langvik.
3	Addie Morrill (Am.)	Bark.	Abandoned.	—	Lat. 36.58 n., long. 70 w.
3	Sorine (Dan.)	Bark.	Capsized.	—	Helgeroen.
3	Constance (Nor.)	Bark.	Collision.	—	Lat. 53.40 n., long. 2.36 w.
3	Guldregu (Nor.)	Bark.	Abandoned.	—	Sydney, C. B.
4	Elbe (Ger.)	Steamer.	Collision.	—	Cuxhaven, Ger.
5	Martha W. Tuft (Am.)	Schooner.	Wrecked.	—	Pacific.
6	Catherine (Am.)	Schooner.	Stranded.	—	Sullivan Harbor, Me.
6	Martello (Br.)	Schooner.	Wrecked.	—	Charlottetown, P. E. I.
7	Ran (Swe.)	Steamer.	Ashore.	—	Agger.
7	S. H. Sawyer (Am.)	Schooner.	Abandoned.	—	Pollock Rip Lightship.
8	Marie Eugenie (Fr.)	Schooner.	Abandoned.	—	Lat. 50 n., long. 10 w.
9	R. P. Chase (Am.)	Schooner.	Stranded.	—	Jordan's De'ht.

(Continued on Page 11.)

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:

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TACOMA, Wash., 3004 McCarver St.
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PORT TOWNSEND, Wash., 114 Quincy St.
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Headquarters:

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SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

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SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

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LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Harold Olsen is requested to send his address to his brother, G. I. Olsen, 1069 Hampshire St., San Francisco. The latter wishes to communicate with the former on matters of importance.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannon Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

WORLD'S SHIPWRECKS IN 1907.

(Continued from Page 10.)

Date.	Name of vessel and flag.	Rig.	Cause.	Lives lost.	Location.
Oct.					
10	L. A. Von Romondt (Du.)	Bark.	Abandoned.	—	North Atlantic.
11	Cyprus (Am.)	Steamer.	Foundered.	22	Lake Michigan.
12	Saxon (Am.)	Barge.	Stranded.	3	Nr. C. Hat'rass.
13	John W. Moore (Am.)	Schooner.	Collision.	1	Detroit River.
13	Demozelle (Br.)	Schooner.	Collision.	—	Vineyard Id.
13	Carrie C. Miles (Am.)	Schooner.	Stranded.	—	N. Y. Bay.
15	Glad Tidings (Am.)	Schooner.	Foundered.	—	Off St. Andrews, Fla.
16	J. W. Hutt (Br.)	Schooner.	Wrecked.	—	No Name Cay, Bahamas.
17	Alfred Erlandsen (Dan.)	Steamer.	Stranded.	20	St. Abb's Hd., Scotland.
19	Tampico (Br.)	Steamer.	Foundered.	—	Lat. 46 n., long. 32 w.
19	Anna (Dutch)	Schooner.	Abandoned.	—	Lat. 47.58 n., long. 37 w.
20	Mount Morris (Am.)	Steamer.	Burned.	1	New York.
20	Queen Christina (Br.)	Steamer.	Struck rocks.	—	North Seal, Cal.
21	Sceptre (Am.)	Schooner.	Wrecked.	—	Scatterle Is., C. B.
21	Langfond (Nor.)	Steamer.	Struck rocks.	—	Corcubion.
22	Hallett (Am.)	Barge.	Wrecked.	—	L. I. Sound.
22	James R. (Br.)	Schooner.	Wrecked.	—	Glance B., C. B.
22	Puma Donna (Am.)	Barge.	Wrecked.	—	L. I. Sound.
23	Borussia (Ger.)	Steamer.	Foundered.	3	Lisbon.
23	Novelty (Am.)	Schooner.	Wrecked.	—	Coos Bay.
23	New York (Am.)	Barge.	Abandoned.	—	Shinnecock, L. I.
25	Orien (Br.)	Schooner.	Foundered.	18	Newfoundland.
27	Racer (Am.)	Schooner.	Sunk.	—	L. I. Sound.
28	William L. Walker (Am.)	Schooner.	Foundered.	—	Off Cape Lookout, N. C.
29	Foam (Am.)	Schooner.	Abandoned.	—	Off Bodie Is.
29	Alfred (Am.)	Barge.	Collision.	—	Delaware R.
30	Rose Innes (Am.)	Bark.	Wrecked.	—	Egg Is., Ga.
30	Geve Har (Br.)	Schooner.	Missing.	5	Maritime Prov.
31	Twilight (Br.)	Schooner.	Missing.	4	North Atlantic.
—	Ellen T. King (Am.)	Schooner.	Missing.	5	N. Y.-Beimuda.
—	Venturer (Am.)	Schooner.	—	—	Vineyard Hav.
Nov.					
1	Willie R. Hume (Am.)	Schooner.	Wrecked.	—	Straits of Juan de Fuca.
3	Rewa (Br.)	Schooner.	Stranded.	—	Stamford, Ct.
3	John H. Cordts (Am.)	Tug.	Burned.	—	Kingston, N. Y.
3	France Cherle (Ital.)	Bark.	Burned.	—	Montevideo.
4	Maywood (Am.)	Barge.	Stranded.	—	Off Newport, R. I.
4	City of Birmingham (Am.)	Steamer.	Sunk.	—	Boston.
4	Le Gouet (Fr.)	Steamer.	Stranded.	—	Chance Rock, Oleron.
5	Susan Stetson (Am.)	Schooner.	Foundered.	—	Biddeford Pool, Me.
6	Corinne (Br.)	Schooner.	Wrecked.	—	Quebec.
6	Creedmoor (Am.)	Steamer.	Sunk.	—	Deer Is., Me.
6	L. Snow, Jr. (Am.)	Schooner.	Stranded.	—	Little R., Me.
6	Parthenia (Br.)	Schooner.	Stranded.	—	Liverpool, N. S.
6	Wicomico (Am.)	Schooner.	Stranded.	—	Assateague, N. C.
6	Unknown (Br.)	Schooner.	Foundered.	6	Cape Breton.
6	Jonathan Sawyer (Am.)	Schooner.	Wrecked.	—	Cape Porpoise, Me.
6	Forest Maid (Am.)	Schooner.	Stranded.	—	Falmouth, Me.
6	Belle Isle (Am.)	Sloop.	Sunk.	—	Deer Is., Me.
6	Unknown (Br.)	Schooner.	Foundered.	5	Prince Ed. Is.
6	Lumina (Br.)	Schooner.	Wrecked.	—	Quebec.
6	Napoleon (Br.)	Schooner.	Wrecked.	—	Quebec.
7	Melissa Trask (Am.)	Schooner.	Wrecked.	—	Eggemoggin Beach, Me.
7	Maud Carter (Br.)	Schooner.	Wrecked.	—	Richobucto, N. B.
8	Colombo (Ital.)	Bark.	Abandoned.	—	Lat. 40.47 n., long. 64 w.
10	John Shell	Schooner.	Burned.	—	Lowestoft.
11	Wladimir (Nor.)	Bark.	Abandoned.	—	North Sea.
13	Ville de Terragone (Fr.)	Steamer.	Collision.	—	Off Havre.
14	Alstein (Nor.)	Steamer.	Stranded.	—	Knarholmen.
14	Harriet E. Winnie (Am.)	Barge.	Foundered.	2	Plum Island.
14	Vinita (Br.)	Schooner.	Foundered.	—	Thatcher's Is.
14	Berkeleys (Am.)	Steamer.	Burned.	—	Gaviota, Cal.
14	Alabama (Am.)	Barge.	Stranded.	—	Plum Island.
15	Guardian Angel (Fr.)	Trawler.	Wrecked.	—	Lowestoft.
15	Hjorleif (Nor.)	Bark.	Stranded.	—	Cape Despair, Gaspe.
15	Groveland (Swe.)	Steamer.	Stranded.	—	Fiskarn.
16	Ella Rose (Am.)	Schooner.	Abandoned.	—	Maine Coast.
17	Hazel Branch (Br.)	Steamer.	Wrecked.	—	Sts. Magellan.
17	Marianetta (Russ.)	Steamer.	Stranded.	—	Mariupol.
19	Dictator (Nor.)	Schooner.	Foundered.	—	North Atlantic.
19	Managua (Swe.)	Steamer.	Stranded.	—	Muckle Car Rocks, Cras'r.

Date.	Name of vessel and flag.	Rig.	Cause.	Lives lost.	Location.
Nov.					
20	Lida (Am.)	Yacht.	Wrecked.	—	Off St. Augustine, Fla.
21	Helene (Belgian)	Steamer.	Collision.	—	North Sea.
21	Helvetia (Ital.)	Steamer.	Collision.	5	Cartagena.
22	Consort (Chilian)	Steamer.	Stranded.	—	Stoke's Bay.
23	Isabelle (Am.)	Schooner.	Stranded.	—	Peconie Bay, L. I.
23	Monoliansett (Am.)	Steamer.	Burned.	—	Lake Huron.
23	Escort (Am.)	Propeller.	Collision.	3	Niagara Point.
23	Kaplan (Turkish)	Steamer.	Foundered.	110	Asia Minor.
24	Lucy E. Friend (Am.)	Schooner.	Stranded.	—	Plymouth, Mass.
24	Grace Collins (Am.)	Schooner.	Stranded.	—	Delaware R.
25	Norden (Dan.)	Steamer.	Wrecked.	2	Adelgrund.
25	Cora B. (Br.)	Schooner.	Stranded.	—	Freshwater Cove, Mass.
25	Four Brothers (Br.)	Schooner.	Wrecked.	—	Meugonish, Mar. Prov.
25	Rob S. (Br.)	Schooner.	Foundered.	—	Off C. Breton.
26	Angler (Fr.)	Schooner.	Missing.	75	St. Pierre-Fr.
26	Silberhorn (Br.)	Bark.	Burned.	27	Newcastle, N. S. W., P'gua.
26	No. 26 (Am.)	Barge.	Foundered.	—	Off Barnegat.
26	Jacques (Fr.)	Schooner.	Missing.	30	Miquelon-Fr.
26	Croisade (Fr.)	Schooner.	Missing.	30	Miquelon-Fr.
27	San Salvador (Span.)	Steamer.	Abandoned.	—	Bay of Biscay.
28	Jessica (Ger.)	Steamer.	Stranded.	—	Naron Bay.
29	Venturer (Br.)	Schooner.	Stranded.	—	West Chop, Mass.
29	Havilah (Am.)	Brig.	Stranded.	—	Yabacoa, P. R.
30	Adolph Obrig (Am.)	Bark.	Missing.	20	N. Y.-S. Fran.
30	Arthur Sewall (Am.)	Bark.	Missing.	32	N. Y.-Seattle.
—	Servia (Am.)	Bark.	Wrecked.	—	Pacific.
—	Primrose (Swe.)	Brig.	Stranded.	—	Nr. W. Hartlepool.
Dec.					
1	Mount Temple (Br.)	Steamer.	Struck rocks.	—	Nova Scotia.
2	Alert (Nor.)	Bark.	Abandoned.	—	Lat. 41 n., long. 65 w.
3	Mary B. (Am.)	Steamer.	Burned.	—	Wabasha, Minn.
3	Cyclone (Am.)	Steamer.	Burned.	—	Wabasha, Minn.
3	Isaac Stapler (Am.)	Steamer.	Burned.	—	Wabasha, Minn.
3	J. W. Van Saat (Am.)	Steamer.	Burned.	—	Wabasha, Minn.
4	Rebecca Shepherd (Am.)	Schooner.	Sunk.	—	C. Cod, Mass.
4	Guasca (Brazilian)	Steamer.	Collision.	33	Brazil.
5	Aquila (Br.)	Brig.	Abandoned.	—	North Atlantic.
5	Milos (Ger.)	Steamer.	Burned.	—	Ushant Island.
5	St. Mary's (Am.)	Steamer.	Burned.	1	Maryland.
5	Can't Help It (Br.)	Schooner.	Wrecked.	—	Murray Harbor, Mar. P.
6	Harland W. Huston (Am.)	Schooner.	Collision.	—	Delaware R.
6	Sunniva (Nor.)	Bark.	Wrecked.	15	Lyngoe, Nor.
6	Thomas W. Ward (Am.)	Schooner.	Abandoned.	—	Lat. 32.05 n., long. 77.48 w.
6	I. B. Hamblin (Br.)	Steamer.	Burned.	—	Canso, N. S.
6	Gardiner B. Reynolds (Am.)	Schooner.	Abandoned.	—	North Atlantic.
7	Sotoyome (Am.)	Steamer.	Burned.	—	Humboldt, Cal.
7	Yoero (Mexican)	Steamer.	Foundered.	12	V. Cruz-Tamp.
8	Scheldestromm (Dutch)	Steamer.	Collision.	7	Folkstone.
8	Duc d'Aumale (Fr.)	Bark.	Stranded.	—	W. Falkland Is.
9	Germanic (Nor.)	Bark.	Abandoned.	8	North Atlantic.
9	Tourist (Am.)	Steamer.	Sunk.	—	Albemarle Id., N. C.
9	Frank H. Peavey (Am.)	Steamer.	Stranded.	—	Near Duluth, Minn.
9	Eridan (Fr.)	Bark.	Foundered.	—	Tortola.
2	Tubar (Greek)	Brig.	Wrecked.	—	Nr. Akmeshet.
2	Anje Berg (Ger.)	Brig.	Stranded.	—	Tarifa.
10	Nimbus (Am.)	Bark.	Abandoned.	—	Atlantic.
11	Argo (Br.)	Schooner.	Wrecked.	—	Whitehead, N. S.
12	E. G. Irwin (Am.)	Schooner.	Collision.	—	Chesapeake.
13	Thomas W. Lawson (Am.)	Schooner.	Capsized.	17	Eng. Channel.
13	Addie Jordan (Am.)	Barge.	Wrecked.	—	Squan, N. J.
14	Edmund Phinney (Am.)	Bark.	Stranded.	—	Sandy H., N. J.
14	Hercules (Am.)	Tug.	Wrecked.	—	Watch H., R. I.
14	Wyman (Am.)	Barge.	Wrecked.	—	Watch H., R. I.
14	English (Am.)	Barge.	Wrecked.	—	Watch H., R. I.
14	Sumner (Am.)	Barge.	Wrecked.	—	Watch H., R. I.
14	Elk (Am.)	Barge.	Wrecked.	—	Watch H., R. I.
14	Kildona (Br.)	Steamer.	Wrecked.	—	Brazil Rock, N. B.
15	Gunford (Br.)	Bark.	Wrecked.	—	Togo Reef, Brazil.
15	Parker (Am.) (?)	Schooner.	Wrecked.	—	Connecticut.
15	New Era (Br.)	Schooner.	Wrecked.	—	Nova Scotia.
17	Jesse Barlow (Am.)	Schooner.	Collision.	—	C. Cod., Mass.
17	Fawn (Am.)	Schooner.	Stranded.	2	Florida.
19	Annie B. Neville (Am.)	Barge.	Sunk.	2	New York.
—	Neptune (Nor.)	Bark.	Wrecked.	—	Yucatan, Mex.
28	Estelle Phinney (Am.)	Schooner.	Collision.	—	Barnegat, N. J.
31	E. M. Duffield (Am.)	Schooner.	Collision.	—	Bridgeport, Ct.
22	Austral	Steamer.	Wrecked.	—	Uruguayan Coast.
23	Oceanic (Br.)	Schooner.	Wrecked.	—	Half Moon Ledge, N. S.
23	E. Waterman (Am.)	Schooner.	Wrecked.	—	Massachusetts.

LIFE OF GREENLAND.

The Danes have been making some interesting measurements on their new map of Greenland, the largest and best yet produced. If we can grasp the idea of a cake of ice with an average thickness of about a mile, and with a surface that is nearly fifteen times as large as the State of New York, we can appreciate Greenland's pre-eminence as an ice factory. The great ice cap of Greenland has an area of some 720,725 square miles. It is nearly three and a half times as large as France, and completely dwarfs everything else in the line of ice that the northern hemisphere can show. The result is, says the Sun, that Greenland has no superabundance of bare land for the Eskimo and the white race to occupy. Only about one-sixth of its surface is ice-free land, and this chiefly confined to a narrow strip along the west coast, for nearly everywhere else the ice cap comes down to the sea. The best of this ice-free land is occupied by the Danish colony in West Greenland, and it is more than four-fifths as large as the State of New York. A remeasurement of the island gives 835,848 square miles, which is undoubtedly a close approximation of the truth; for we know fairly well what the

character of the unexplored part of the northeast coast must be. Greenland was once neglected when we counted the largest islands of the world, but she now stands at the head. New Guinea is not half so large, and Borneo is still smaller. So Greenland is a very distinguished island, though it is likely to be found before long that her output of ice is surpassed in the southern hemisphere. There are some reasons for thinking that Antarctica is running a still larger ice plant than her northern competitor.

THE BLUE WHALE.

The sulphur bottom, or blue whale, as it is better called by the Norwegians, is not only the largest living animal, but the largest that has ever lived, reaching a length of eighty feet or very rarely a little more, says the Museum News. Whales grow much larger than this in books and newspapers, but in actual life not one in a dozen, even of this species, attains a length of eighty feet. The popular idea of a whale is that it is a clumsy animal, but as shown by models it has the graceful lines of a yacht. The following figures give an idea of the size and weight of a large whale:

Extreme length, 79 feet; circumference at

shoulder, 35 feet; fluke notch to shoulder, 51 feet 2 inches; tip of nose to eye, 16 feet 2 inches; length of skull, 19 feet 6 inches; breadth of skull, 9 feet 3 inches; weight of skull, 3 tons; length of jawbone, 21 feet; weight of jawbone, 1 ton; length of flipper, 10 feet 6 inches; weight of flipper, 750 pounds; across flukes, 16 feet 5 inches; weight of flukes, 1500 pounds; weight of flesh, 40 tons; weight of bone, 8 tons; weight of blubber, 8 tons; weight of viscera, estimated, 3 tons; weight of blood, 2 tons; weight of whalebone, ¾ ton.

The total weight of a whale is about sixty tons, and unusually large and fat individuals must reach at least sixty-five tons. The largest animal of the past so far discovered is the great Dinosaur brontosaurus, and this big reptile weighed about thirty-eight tons. —Fishing Gazette.

A statue of the Venus of Milo, made of Tanana gold and weighing 400 ounces, has been received in San Francisco in a shipment of gold from the Washington-Alaska Bank of Fairbanks, and is an excellent reproduction in miniature of the famous statue. The gold in the statue is valued at \$7,225. Including its small square base of gold the statue is 12½ inches high.

Labor News.

Governor Hanley, of Indiana, on January 13 issued a proclamation declaring martial law ended at Muncie.

The Maryland Steel Company will again put in operation rolling mills and blast furnaces, giving employment to 600 men.

Following the installation of electric lighting and heating apparatuses, the Vatican has now installed linotypes in the Papal printing house.

Orders were issued on January 16 by the Pittsburgh Steel Company to put full forces at work in the wire, rod and tube mills at Monessen, Pa. Approximately 2000 men are affected.

The Gorham Manufacturing Company works, at Providence, R. I., which have been operated on short time for several months, will resume full time within a fortnight, affecting 1800 men.

Application for a Congressional investigation of the Goldfield (Nev.) mining trouble are being received by the House Committee on Labor, according to Chairman Gardener, of that committee.

A strike on the part of shingle weavers on January 15 marked the attempt of the Balcom mill at Ballard, Wash., to resume operations after a long shutdown. The men refused to work for reduced wages.

The Providence (R. I.) plant of the American Locomotive Works will be shut down the first week in February for an indefinite period. The force, which in December numbered 1008, has gradually been reduced to 500.

President Gompers of the American Federation of Labor, announces that the services of some of the foremost lawyers in the country have been secured to test the Van Cleave injunction in the United States Supreme Court.

Judge Phillips, of Cleveland, O., in deciding the case against the Amalgamated Glass Workers' Union, on January 23, said that the organization was in restraint of trade and ordered its dissolution on the ground of public policy.

General Manager Holdredge of the Burlington states that a large number of Railroad employes in all departments, will be laid off at once on account of the great falling off in business following the recent financial flurry.

There is much rejoicing among the residents of the Falls of Schuylkill, in the northwestern part of Philadelphia, Pa., over the announcement of a complete resumption of work on January 27 at the carpet mills of John and James Dobson. Nearly 3000 persons are affected.

Alton B. Parker, of New York, has been retained as senior counsel for the American Federation of Labor in the case of Bucks Stove and Range Company of St. Louis against the Federation, involving the right of labor unions to boycott and publish in its unfair lists the names of business concerns the Federation regards as unfair to its interests.

Several bills looking to the interests of the telegraphers and the public in general are to be introduced in Congress during the present session. Among the most important is a measure entitled, "An Act to prevent discrimination by mailing or otherwise forwarding, except by telegraph or telephone, of telegrams by telegraph companies when the same are accepted for telegraphic transmission by wire."

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INFORMATION WANTED.

August Schroder and Emil Albrecht, natives of Germany, are inquired for. Address, Coast Seamen's Journal.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard of at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Henry or Heinrich Freerks, a native of Bremen, Germany, aged about 21, left the U. S. Revenue Cutter Grant, on Nov. 2, 1906, at Port Townsend, Wash., and has not been heard from since, is inquired for by his sister. Address, Coast Seamen's Journal.

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Steele, Joseph Wilson, Sanford
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Tasmoen, M. A. Yunker, O.
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Tornquist, M.

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Fristrom, Ivar O'Malley, John
Goethe, Viktor B. Olsen, Gunval
Griel, Bernherdt Olsson, Gustaf F.
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Henriks, Goss Olson, Albert
Hansen, Hans Ch. Olson, Olaf
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Hansen, Harold Ordig, Bruno
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Hansen, George Petterson, Harold
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Jakobsen, Ole Selander, Gus.
Jacobsson, John Staaf, Louis
Jansen, Harald L. Swanson, Ivar
Johannessen, Hans Smith, Max
H. Sepala, T.
Jensen, Hans Schmidt, Fritz
Janson, Oscar Swesedsen, Carl
Jonsson, C. A. Tyrholm, Johan
Jahnke, Arthur Thomson, John
Johnson, Andrew Tornbeck, R.
Johansen, F. B. Vincent, Joseph
Johanson, A. J. Viebrock, Chas. H.
Kristoffersen, Emil Werner, O.
Kaderhecht, Alf Wilsen, Anders
Karlsso, A. M. Waltner, M.
Knoppf, Fritz

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
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every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
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Pt. Townsend Letter List.

Encbom, Carl R. Larsen, Anton
Eliassen, C. E. Larsen, L. K.
Evans, Stanley McLennan, Donald
Grew, Jorgen Olsen, Alfred
Heine, C. Stachenssen, C.
Helms, William Syvertsen, Syvaret
Hartman, Kari Sande, Anton
Knoppf, Fritz Tugland, Karl

Home News.

Representative Kahn has introduced
a bill in Congress increasing the pay
of Customs inspectors at San Fran-
cisco 25 per cent.

The City Council of Vancouver, B.
C., on January 13 passed a resolution
asking the opinion of the City Solicitor
on the city's powers to disarm Japa-
nese.

It is rumored in Washington that
Secretary of the Treasury Cortelyou
is about to resign and accept a posi-
tion with some financial institution in
New York.

The Supreme Court of the United
States on January 13 upheld the Anti-
Liquor law of Kansas by affirming the
decisions of the Supreme Court of
that State in a number of cases.

"Aunt" Sarah Bryant, a colored
woman, said to have been 125 years
old, died at Gunnison, Col., on Janu-
ary 16. She was born a slave in Mis-
souri and had lived in Gunnison
twenty-five years.

C. H. Schmick, President, and W.
H. Schmick, cashier of the First Na-
tional Bank of Leetonia, O., recently
closed, have been bound over to the
Grand Jury, charged with misapply-
ing the funds of the bank.

The Grand Jury at Jackson, Miss.,
on January 16 indicted W. Q. Sharp,
cashier, and Dr. T. M. Walker, Presi-
dent of the Mendenhall Bank, which
failed recently. The indictments
charge receiving deposits knowing
the bank to be insolvent.

The Western Bank and Trust Com-
pany of Dallas, Tex., capitalized at
\$500,000, passed into the hands of an
assignee on January 15. Heavy with-
drawals recently is given as the rea-
son. The liabilities are given as
\$1,054,104, with assets not given.

The award of bids for material for
the fortification of Pearl Harbor has
been held up for the reason that it is
believed that the lowest bidder is a
dummy for some Japanese contractors.
It is probable that all bids will be re-
jected and that the War Department
will conduct the work.

The United States Senate on Janu-
ary 16 ratified and made public a
treaty between the United States and
Spain wherein it is agreed that Spain
shall, upon requisition, deliver up to
justice persons charged with any of a
list of certain crimes ranging from
murder to slave trading.

After three years of continuous
work, day and night, the Pennsylvania
Railroad's tunnels under Manhattan
Island, N. Y., have been completed.
Much work remains to be done in
the tunnels under the East River, in
the Long Island City yards and ap-
proaches, and on the Jersey ap-
proaches to the Hudson tubes.

The United States Senate has rati-
fied the treaty between the United
States and South American and Cen-
tral American countries, whereby citi-
zens of one country becoming natu-
ralized in another country lose their
citizenship in that country after re-
turning to their native country and
remaining for a period of two years.

George S. Loftus, of St. Paul, ac-
companied by Senator La Follette,
filed with the Interstate Commerce
Commission on January 13 a petition
asking for a reduction of 25 per cent
in the lower berth rates of the Pull-
man Company and the fixing of the
rates for upper berths at one-half that
of the lower-berth rate. The reduc-
tion is asked on all interstate busi-
ness throughout the United States.

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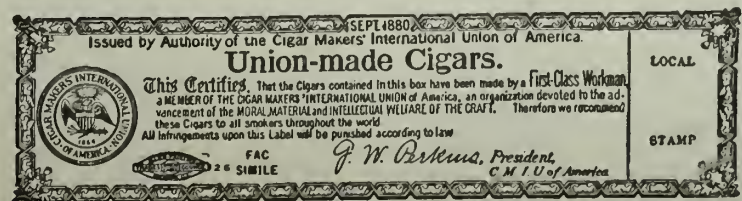
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you are served.



News from Abroad.

The German Government has sent a bill to the Reichstag amending the telegraph laws. It provides for a Government monopoly in the erection of wireless stations.

Sixteen children were trampled to death and forty others were injured in a rush for better seats at an entertainment given in the public hall at Barnsley, Eng., on January 11.

The Spanish newspapers of all political parties are enthusiastic over the report that King Alfonso next year may make a trip to Mexico and other Latin-American countries.

A serious earthquake has occurred at Gonaives, sixty-five miles northwest of Port Au Prince, Hayti. A few houses have been destroyed and others were damaged. No loss of life has been reported.

Many persons were injured in a riot at Berlin, on January 10, following a debate in the Prussian Landtag over manhood suffrage, which was voted down. The police charged the crowd with drawn sabres.

The Augustinian nuns on January 15 departed from the Municipal Hospital, at Paris, France, where the order has furnished the nurses for generations. There was little disorder, and only three arrests were made.

Henry Farman twice completed the one kilometer circle with his aeroplane at Paris, France, on January 11, but did not win the Archdeacon prize of \$10,000, as the committee having the supervision of the award was not present.

The North German Lloyd Steamship Company and the Nippon Yusen Kaisha (Japanese Steamship Company) have entered into an agreement whereby the Japanese company gives up its Indo-Chinese trade in favor of the North German Lloyd.

Jean Francois Edmond Guyot-Des-saigne, the French Minister of Justice, who dropped dead in the Senate, was refused the last rites of the Church when buried. He was excommunicated because he had embraced Freemas-onry.

The Norwegian Storting on January 19 unanimously approved the treaty which was signed on November 2 by representatives of Norway, France, Great Britain, Germany and Russia, guaranteeing the integrity of Norway.

Pursuant to the determination of the Government to make the Transvaal so hot for Asiatics that those now in the country will be driven out and further immigration be stopped, fifty Asiatics were arrested at Johannesburg on January 14.

The movement to make Paris a seaport is gaining strength each year. The tonnage which reached the French capital via the Seine for the last year was 11,711,175 tons. This year it is estimated that over 13,000,000 tons will be registered.

The postal savings bank business of Japan is in a prosperous condition. Deposits last year amounted to almost 92,000,000 yen (\$46,000,000), showing an increase of about 24,000,000 yen (\$12,000,000), or 36 per cent, as compared with the previous year.

President Castro has annulled the contract made by the Government with the Venezuelan Salt Monopoly limited, for lease of certain salt mines and a monopoly of the sale of salt in Venezuela for ten years. An appeal has been lodged at the British Legation declaring the decrees ruinous and illegal.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aarnio, John E.	Anderson, -1274
Abrahamsen, As.	Anderson, Johan E.
Abrahamsen, C. A.	Anderson, -934
Adamson, J.	Anderson, F. M.
Ahlborg, G. A.	Anderson-1235
Ahlborg, R. W.	Anderson, Sven H.
Ahnstrom, Axel	Anderson, -992
Aken, Emil	Anderson, -1149
Alhqvist, F.	Anderson, -1232
Amundsen, Albert	Anderson, -1233
Amundson, F. A.	Anderson, -1344
Andersen, Bernhard	Anderson, -1391
Andersen, Olaf	Anderson, -1541
Andersen, Johannes	Anderson, A. E.
Andersen, Gerhard	Anderson, Edward
Andersen, -1420	Anderson, Harry
Andersen, Fred	Anderson, Tom
Andersen, Geo.	Andersson, Emil
Andersen, Oscar	Appelgren, John
Andersen, Sigurd	Aspen, Knut
Anderson, F.	Axelsson, Karl
Anderson, Johan O.	Axelsson, C. B.
Bade, Alex	Black, -1539
Bacann, V.	Black, John
Bagott, R.	Blair, Francis
Banke, -1646	Blecha, Alfons
Barney, Harry	Blom, Nils
Bauman, Ernest	Blomquist, Karl
Becher, Josef	Bohman, Wm. K.
Beer, Franklin H.	Bolas, Peder
Beling, O.	Boles, Wm.
Bengtsson, J.	Bosch, Hans
Benson, Victor	Bourbigous, L.
Berentsen, Oskar	Bower, Gus.
Berglund, -1593	Brandt, Fred
Berglund, Richard	Braun, Wm.
Bergquist, -1395	Brellin, A. E.
Bergquist, Stanley	Brinker, Fred J.
Bergstrom, C. E.	Brose, R.
Berlenz, Emil	Brumlinger, P.
Bernert, F.	Bryde, Chas.
Bertenson, Peter	Buass, Thos.
Berthelsen, H.	Burwardt, R.
Bianca, -1661	Burke, James
Bjorregard, Chr.	Burkhard, Geo.
Bjork, Algot	Burmeister, S.
Bjorngaard, Chr. E.	
Caln, Fred D.	Castro, Lucas
Calnan, Geo. T.	Chambers, A. G.
Cameron, H.	Christensen-1065
Campbell, F. A.	Christensen, Mads
Carlson, Hans	Christensen, Chr.
Carlson, Edw.	Christensen, Carl E.
Carlson, Conrad	Christensen, J. M.
Carlson, M. A.	Christensen, N. F.
Carlson, Ernst	Christiansen, H.
Carlson, -861	Clough, H.
Carlson, -1019	Clyde, H. R.
Carlstrom, A.	Colbensen, Alf.
Carron, Eddie	Courtney, Ben.
Casey, L. F.	Cowd, C.
Casson, H.	Cox, H. E.
Daley, W. C.	Dlex, Harry
Danenberg, Rudolf	Dixon, John
Dankanen, Ily	Dixon, H.
Day, H. E.	Donovan, L.
De Baere, Henry	Doose, W.
Debreitt, Lewis E.	Dryselew, Wm.
Dennis, G. R.	Dunn, C. W.
DeSantis, E.	
Easton, R. W.	Ellasson, Henry
Eckert, Fr.	Ellefsen, M.
Eckert, W. F.	Ellen, Fred
Edler, Carl	Ellsen, Fred
Edlund, J. A.	Engblom, John
Ehrman, D.	Engdalle, Fred
Ekdahl, -565	Eriksen, -513
Eklund, John	Eugene, J.
Farley, Wm. T.	Franssen, Gotthard
Fasse, Johan	Fredrickson, C. J.
Ferne, O.	Froise, Johannes
Fiedler, Max	Frose, Elias
Follis, George	Frost, Hans
Fosen, A. H.	Frouen, Alfred
Foss, L. Lanritz	
Gad, Sophus	Gray, Alex.
Gahmeyer, H. R.	Grohdahl, A.
Gartz, Wm.	Gronman, I. R.
Geiger, Joe	Gunarson, John
Gerhard, F.	Gundersen, Ole
Gower, John	Gundersen, Servin
Graiff, Edward	Gunnar, St.
Grawert, Johan	Gustafsson, A. F.
Haagensen, M.	Hejcke, Paul
Haakonson, H.	Heische, H.
Haaland, Richard	Hellesto, Emil
Haist, John	Holmberg, Chas.
Halversen, Herman	Hendricksen, Axel
Hamm, Ed.	Henriks, Gus.
Hampel, Wm.	Henriksen, Herman
Hansen, O. W.	Heren, P. O.
Hansen, -1596	Herman, Fred
Hansen, -1609	Hermanssan, -1622
Hansen, -1837	Hesse, R.
Hansen, Harold O.	Hilde, Herman
Hansen, Carl H.	Hill, Gus.
Hansen, Herman	Hlinz, Johan
Hansen, -968	Hjorth, Knud
Hansen-1729	Hochsman, Albert
Harbeck, J.	Hohn, John
Harmening, Fritz	Hoffmann, Fritz
Haroldsson, -874	Holmen, -1767
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Hartmere, Chas.	Honeman, H.
Hartwig, Kurt	Hoode, Paul
Hassal, S. G.	Houston, Robert
Hussentzter, Carl	Hubscher, W.
Hawkins, M.	Husted, H.
Isacson, Isaac	
Isacson, G.	Itveit, Fred
Jacob, -1898	
Jacobsen, -1341	Johanson, -1082
Jacobson, -1686	Johanson, Emil
Jansen, -1281	Johannessen, Johan
Janssen, K.	Johannessen, -1441
Jansson, Chas. A.	Johannessen, F.
Jarvie, W.	Johannessen, -1487
Jensen, Johan A.	John, St.
Jensen, -1733	Johnsen, Peter
Jensen, C.	Johnsen, Andreas
Jensen, -1342	Johnson, -1800
Jensen, -1618	Johnson, J. E.
Jensen, Jens P.	Johnson-1800
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Jensen, M.	Johnson, -1283
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Johansen-2126	Johnson, Nils
Johansen, -1856	Johnson, Andreas
Johansen, Hendrik	Jordaf, Theodor
Johanson, -1081	Jordt, -1737
Johanson, E. R.	Jorgensen, H.
Johanson, Joakim	Jorgensen, Emil
	Julinsen, Jim

Kane, G.	Klemm, Adolph
Kans, P.	Kohne, Ernest
Kask, Robert	Koop, John
Karlson, Konrad	Koren, Erik
Karlsson, Nestor	Kotcharin, J.
Karlsson, -1044	Knubedahl, Peter
Karvonen, Lars	Krestensen, 1244
Kavel, Johan	Kristensen, Hans
Kelley, James	Krogstad, Eugen
Kiel, P.	Kruger, W.
Kirwan, M. L.	Kruze, Edward
Kittelsen, Chr. Th.	
Lahr, Otto	Lindberg, Aug.
Lane, Leland	Lindblad, C.
Lang, Gus	Linde, Bartel
Langner, -1347	Linde, O. B.
Lantz, Gus	Linder, G.
Larsen, -1288	Lindholm, B.
Larsen, Martin	Lindholm, Arvid
Larsen, Lars	Lindquist, A. I.
Larsen, -1290	Lindross, Oscar
Larsen, -1345	Ijunggren, Johan
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Larsen, -1255	Long, Harry
Larsen, -1271	Lorenz, C. L.
Larsen, -1453	Losada, Joseph
Larsen, Thorwald	Loven, Paul
Lee, H. W.	Luckmann, Ewald
Lejeon, Harry	Lund, H. K.
Leonecke, August	Lundblad, Ernst
Lerch, Paul	Lundin, -1054
Lersten, J. O.	Lundquist, Erik
Lewald, Harry	Lynd-1079
Liedtke, Bernard	Lysoe, H.
Maas, Rudolf	McKenzie, Duncan
Mackenzie, Duncan	Meetz, Henry
Mackrodt, Jonny	Melander, Carl
Madsen, Olaf	Melart, Rolf
Maki, Ivar	Mesterman, A.
Malmgren, W.	Mesters, Alfred
Mancilla, Pedro	Mikkelsen, Alf.
Mangels, Carl	Mikkelsen, -710
Mansson, S.	Mikkelsen, Peter
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Martin, John	Monsen, Sven
Martinson, David	Moren, H. E.
Martinsen, Olaf	Mordelles, Jean
Mattier, Franz	Morris, -404
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Mayes, Yoel	Myer, Thomas
Nelsen, B. P.	Nilsen, Ole Emil
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Nelson, Carl F.	Nilsen, Martin
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Nielsen, -552	Nord, G. L. C.
Nielsen, Pete	Nordenberg, Alf
Nielsen, Otto	Nordenberg, -910
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Nielsen, Sivert	Nordstrom, Oscar
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Oest, Fred	Olsen, Geo. A.
Ohlsson, -571	Olsen, Olaf E.
Ohlsson, Bertel	Olsen, Olaf S.
Oiestad, Hans	Olsen, Olaf
Olsen, Elias	Olsen, Albin
Olsen, -542	Olsson, Barthel
Olsen, Johan Ole	Olsson, C. R.
Olsen, -941	Olsson, Carl
Olsen, Emil M.	Orchard, H.
Olsen, Jorgen	Orchard, Sam
Olsen, -924	Ordig, Bruno
Olsen, Paulus	Oseil, Oscar
Olsen, -1020	Ottersen, Harry
Olson, O. B.	Ouchterlony, Fred
Pache, Paul	Petersen, -1154
Pankhurst, Thos.	Petersen, Alfred
Paulsen, -920	Petersen, Martin
Paulsen, Einar	Petersen, -1246
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Pearsson, John S.	Petersen, Paul
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Pedersen, -1068	Pitkanen, J. W.
Peffler, M.	Pohl, Albert
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Petersen, -1062	Pontynen, H.
Petersen, O. T.	Pratt, Louis
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Raahange, F.	Richter, Richard
Ramsey, H.	Rignold, B.
Randolf, D. W.	Rignoul, Bert A.
Rantanen, -770	Rinknell, Erik
Rasmussen, John	Robertson, Donald
Rasmussen, -497	Robertson, J.
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Rathjens, J.	Roll, August
Reay, Steve	Rosan, Oscar
Reed, Arne	Rosenstrom, Frank
Reel, M. D.	Rudberg, C.
Reld, F.	Ruthberg, Edward
Richelsen, Peter	Rytko, Otto
Saarl, Hans	Singlemann, E.
Sabell, F.	Sjogren, Carl
Saker, John	Sjostedt, F.
Sanders, Frank	Skogman, W.
Sandquist, G.	Skoris, Hans
Sandstrom, Gus	Slattery, Wm.
Sandstrom, -1810	Smith, J. A. W.
Scheetz, T. J.	Sonntag, Frank
Schelenz, Hans	Sonora, Wm.
Schmalkuche, Fr.	Sorensen, -1607
Schmidt, Alfred	Speller, H.
Schmidt, -2023	Stander, A.
Schmidt, Fritz	Stangeland, O. B.
Schmit, Emil	Stapelfeldt, Ch.
Schmiolen, John	Staschan, J.
Schmutsch, Hans	Stedman, Frank
Schoeffler, Alf	Steen, Ivar
Scholl, Karl	Steinberg, Arthur
Schrodt, A.	Steine, J. L.
Schroeder, R.	Stenroos, A. W.
Schroeder, Fred A.	Stensland, Paul
Schuler, Ed	Stevens, W. J.
Schulz, Axel	Stolpe, Carl
Schultz, Gus. E.	Stuhr, M.
Schultz, Ernest	Suckow, Franz
Schutz, Wm.	Sundquist, A.
Scott, Ed.	Svenson, -1932
Seaburg, Gust	Sverdr, Eugen
Seller, W.	Swanson, Emil
Sembach, John	Swanson, Christ
Shane, Jack	Swanson, Hugo
Sicora, Paul	Swanson, Fred M.
Siegel, Arthur	Swenson, B.
Siegurd, J.	Syversen, Johan
Sievers, Herman	
Tamm, A.	Thorn, Richard
Tandberg, E.	Thoresen, Petter
Tauson, R.	Thoresen, Th.
Tergesen, Tom	Thorne, Gus
Thomassen, Ole	Thralls, L. M.
Thomsen, Carl	Thomson, Aug.
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Thuestad, M.	Tuorila, Jack
Tobin, Austin	Tscheckar, F.
Torgersen, -709	Torkilsson, Marius
Torgersen, H. F.	Turner, W. A.
Tuomala, Wm.	
Urin, Johan	Udbye, Harold
Urberg, Jno.	
Van der Vlies, P.	Vlerick, H.
Van Galen, Last	Vcejoorda, F.
Verdick, C.	Vbly, John
Verminden, D.	Vogel, Hans
Veseth, Wm.	Vortmann, Wm.
Vetterlein, R.	Vucic, V.
Vlback, Valentin	
Wahlberg, Arvid	Wiback, Valentine
Wahlstrom, A. L.	Wilders, Georges
Watts, E.	Willander, 876
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Weseth, Win	Wilson, A.
Westerland, L.	Wilson, E. E.
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Westerman, Jacob	Wurzbach-941
Westman, J.	Wyllie, James
Wakeley, R. E.	Wyllure, John J.
Wanag, Martin	White, -579
Wahlberg, S. R.	Winsens, P. G.
Waldman, Ed.	Wischeropp, Fritz
Ward, Harry	Wlig, C. G.
Wasenius, S.	Willman, Frans
Werner, Paul	Wieth, L.
Westburn, Thomas	Wilmann, Wm.
Woker, Herman	Winje, Hillmar
Wrlg, Ferdinand	
Zalit, C.	Ziegel, Arthur

Aberdeen, Wash., Letter List.

Armstrong, F.	Jensen, J. -1412
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Anderson, Albin	Johnson, II.
Anderson, O. -1118	Karlson, A.
Almela, Joe	Karlson, Sven
Anderson, Alb. M.	Kittelsen, T.
Anderson, W.	Larsen, C. A.
Anderson, Alex.	Lehtonen, V.
Andersen, Christan	Mortensen, Wm.
Axelsen, Herman	Nystrom, R.
Andersen, Olaf	Overwick, Th.
Agostin, F.	Nilden, A.
Anderson, G. -1243	Nilsen, E.
Anderson, V. I. -240	Osterman, C.
Anderson, John	Ponroy, L.
Braun, Wm.	Pagel, E.
Berthelsen, Alf.	Petersen, A.
Baily, W.	Prager, H.
Erogand, N.	Plasler, H.
Bjork, A.	Peters, II.
Capello, H.	Rowe, C.
Cedeholm, B.	Sjostrom, T. E.
Flaming, C.	Schade, W.
Franzan, E.	Svensson, V.
Gullaksen, H.	Schultman, J. H.
Gunstrom, F.	Svensson, B.
Holstrom, C. A.	Turner, R.
Holmes, A.	Thornhill, D.
Hendrickson, II.	Thorsen, T.
Hansen, C.	Turnquist, E.
Harbeck, Th.	Warner, H.
Jacobson, J.	Westergreen, C.
Johannsen, H. -1518	Wicksten, A.
Johannson, H. -2126	Wold, A.

Tacoma, Wash., Letter List.

Anderson, John -1514	Johnson, Charles J.
Anderson, Albert H.	Jensen, Hans -1914
Anderson, Martin	Kolp, Otto Louis
Bartels, Herman	Lang, Gust
Berger, Joseph	

H. W. HUTTON
ATTORNEY-AT-LAW
Pacific Building, Rooms 527-529,
Cor. Fourth and Market Sts.,
San Francisco, Cal.
Maritime Matters and Criminal Law
a Specialty.

The German Savings and Loan Society
526 California St., San Francisco, Cal.

Guaranteed Capital\$ 1,200,000.00
Capital actually paid up in
cash 1,000,000.00
Reserve and Contingent Funds 1,428,855.95
Deposits, Dec. 31, 1907..... 36,907,687.50
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Money Orders, or coin by Express.
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o'clock p. m., except Saturdays to 12
o'clock m. and Saturday evenings from 7
o'clock p. m. to 8 o'clock p. m. for receipt
of deposits only.

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ident, Emil Rohte; Cashier, A. H. R.
Schmidt; Assistant Cashier, William
Herrmann; Secretary, George Tourny;
Assistant Secretary, A. H. Muller; Good-
fellow & Bells, General Attorneys.

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Ign. Steinhart, I. N. Walter, J. W. Van
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Stand, 44-46 East Street
SAN FRANCISCO, CAL.

Good Shoes, Hats, Genuine Stock-
ton Flannel Underwear—union label—
square dealing, right prices. D. ED-
WARDS, 4 Mission St., around cor-
ner Sailors' Union Hall, S. F.

INFORMATION WANTED.

Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

Reier Gunderson is inquired for by
his brother, Borre Christian Gunder-
son. Address Sailors' Union, 44-46
East street, San Francisco.

Bror Henry Wilhelm Clausen, a
native of Doderhults, Forsamlin, Swe-
den, born 1880, is inquired for. Ad-
dress, Coast Seamen's Journal.

August Martell, a native of Finland,
aged about 47, last heard of on the
Pacific Coast about 15 years ago, is
inquired for by his brother. Address,
Coast Seamen's Journal.

Ivar Walter Lindblom, native of
Finland, last heard of at Ketchikan,
Alaska, about a year ago, is inquired
for by his parents, also by his brother
Albert. Address, 696 Fulton, or Car-
penters' Union No. 22, San Francisco,
Cal.

Carl Alfred Anderson, aged about
50, and Johan Bernard Anderson, aged
about 47, natives of Halmstad, Swe-
den, last heard from at San Francisco
16 years ago, are inquired for by their
brother, B. A. Anderson, 310 Richland
avenue, San Francisco.

William L. Nelson, No. 901, who is
supposed to be sailing on this Coast,
is inquired for by his aunt. His per-
sonal description is the following:
Age 17, weight 160 pounds, height 5
feet 8 inches, dark complexion. Any
one knowing his whereabouts will
please communicate with Mrs. M.
Kirk, 1722 Twelfth avenue South, San
Francisco, Cal.

H. Wilson, M. P., President of the
National Sailors' and Firemen's Union
of Great Britain and Ireland, desires
to ascertain the whereabouts of one
John R. Russel, who was one of the
crew of the British steamer "St. Hel-
ena" at the time of his imprisonment
in Hongkong. The above has £180 in
trust for the latter. Address Have-
lock Wilson, M. P., Maritime Hall,
West India Dock Road, London, Eng-
land.

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OF CALIFORNIA

42 MONTGOMERY ST., CORNER SUTTER ST.

CAPITAL PAID IN, \$1,500,000.

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Interest paid on savings deposits.

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Drafts, Letters of Credit and Travelers' Checks issued, payable any-
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Solicit the accounts of Unions, Corporations, Firms and Individuals,
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Safe Deposit Vaults, one of the most convenient in the West, renting
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Southeast corner Seventh and Market Streets.

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Baltimore Clothing Store

NEXT TO SAILORS' UNION HALL
HEADQUARTERS FOR UNION LABEL GOODS—Gold Seal Rub-
ber Boots, California Flannels, Clothing, Furnishing Goods and Outfitters.
Boss of the Road and Can't Bust 'Em Overalls, 75 cents.

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UNION LABEL HATS, SHOES AND CLOTHING
AGENTS FOR WALK-OVER SHOES

VON SCHOEN'S
Navigation School
SEAMEN'S INSTITUTE 242 Steuart St., near Folsom

H. SAMUEL,

Also known as Sam,

808 THIRD STREET,

Between King and Berry Streets, San Francisco.

GENTS', BOYS', AND YOUTHS' CLOTHING

Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber
Boots and Oil Clothing. Seamen's Outfits a specialty.
If you want first-class goods at the lowest market price, give us a call. Do
not make a mistake—LOOK FOR THE NAME AND NUMBER.

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Uniforms, Caps, Hats, Shoes
Rubberboots and Oilskin

Suits Made to Order

GENERAL OUTFITTER

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119 EAST STREET

Between Merchant and Washington

SAN FRANCISCO

CALIFORNIA

S. N. WOOD & CO.

Union Made Clothing

FOUR BIG STORES

San Francisco and Oakland

INFORMATION WANTED.

Wilford Lawton Easterbrook is in-
quired for by his mother. Any one
knowing his present whereabouts
please notify Mrs. Nettie L. Easter-
brook, 146 East 26th street, Portland,
Ore.

Christian Pettersen, a native of
Larvik, Norway, aged 22, last heard
of on the steamer J. D. Marshall, on

World's Workers.

A movement is on foot in Australia
to form a Newspaper Reporters'
Union.

A Workmen's Compensation bill
that will apply all over the continent
is promised by the Australian Federal
Government.

The threatened strike for higher
wages in the shipbuilding industry in
the Tyne (Eng.) district became a
fact on January 22 when 4000 men
did not return to work.

The State Tramway Employees' Un-
ion in Sydney, New South Wales, has
filed a case in the Arbitration Court
on behalf of its members, who are
claiming shorter hours and better
wages.

There was a serious collision at
Berlin, Germany, on January 21, be-
tween the police and a mob of unem-
ployed men who earlier in the day
had attended a meeting addressed by
Socialists.

The Marine Officers' Union, known
as the Merchant Service Guild, has
filed a claim for better wages in the
Australian Federal Arbitration Court
against Archibald Currie & Company,
shipowners.

Recently two hundred tip-carters
were admitted to the Sydney (New
South Wales) Trolley and Draymen's
Union. The union is now taking steps
to submit a case for them to the Ar-
bitration Court.

The manager of a Sydney (New
South Wales) firm, at the annual re-
union of employes, stated experience
showed that by reducing the hours of
labor from 48 to 45 per week the firm
got just as much work done, and for
the same cost.

No fewer than twenty-four em-
ployers were recently summoned be-
fore the Arbitration Court at Wellin-
gton, New Zealand; all of whom were
fined heavily for breaches of Arbi-
tration awards, while one workman
was fined £1 and costs for accepting
a lower wage than the standard laid
down by the Court.

A North Coast Timber Industrial
Union, which will include sleeper-
cutters, carters, mill hands, and all
other wage-earners engaged in the in-
dustry, is being rapidly organized on
the Northern Rivers in New South
Wales. Following in the footsteps of
the A. W. U. and S. W. U., it is broad
spirited enough to eschew sectarian
unionism.

Mr. Justice Higgins, President of
the Australian Federal Court of Con-
ciliation and Arbitration, has refused
a certificate of exemption from pay-
ment of excise duties to the Sunshine
Harvester Company, on the ground
that the wages paid by the company
to its employes are neither fair nor
reasonable.

In consequence of the increases in
price of bread at Perth (West Aus-
tralia), a co-operative bakery was es-
tablished. This displeased the local
Master Bakers' Association, and the
result is that Parliament is now con-
sidering the capitalistic boycott insti-
gated by the master bakers against
the co-operators. Who says there is
no class war?

A deputation of the representatives
of various Melbourne (Victoria) un-
ions waited on the Federal Treasurer
recently, and urged that the excise
duty under the new tariff, collected
from employers who paid unfair
wages, should be refunded to the
underpaid workmen. Sir William
Lyne said the matter would receive
the consideration of the Government.

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E. BENELEIT.

Stand at

East and Howard Sts.

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EXPRESSING DONE

BY JORTALL BROS.

Stand at

44-46 East St., San Francisco

Baggage Room at 169 Steuart St.

the Great Lakes, in July, 1907, is in-
quired for. Address, Olaf M. Han-
sen, Lake Seamen's Union, 143 W.
Madison street, Chicago, Ill.

Herman Schmidt, No. 1767, age 23,
a native of Germany, supposed to be
sailing on the Pacific Coast, is re-
quested to communicate with his
mother, Mrs. G. Schmidt, Hamburg,
St. Pauli, 29 Cophien-str., where im-
portant news is awaiting him.

John Shallow, who was lately em-
ployed on a steamer running between
San Francisco and Manila, has be-
come the heir to an estate and is in-
quired for. Anyone knowing his pres-
ent whereabouts, please address Coast
Seamen's Journal.

With the Wits.

Her Reply.—Mr. Holdtite—"You don't know the value of money."

Mrs. Holdtite—"I could learn if I had some."—Exchange.

Deduction.—Alice—"I rather like that young Thompson. He has such a good, firm mouth and chin."

Hazel—"Goodness! Has he been kissing you, too?"—New York Telegram.

A Friend's Views.—"I am going to play Hamlet—"

"Good! That's art."

"For one night only."

"Ah, that's judgment."—Kansas City Journal.

Making Business.—Jaggs—"I believe in enterprise, but Krape, the undertaker, is carrying it too far."

Joggs—"Why?"

Jaggs—"He is learning to auto."—Exchange.

Explained—"What do you think is meant by 'The shades of night were falling fast?'"

Jimmy—"Why, the people were pulling down their curtains."—Exchange.

To Be Settled Privately.—"Judge, will you do me a great favor?" asked the lady who was about to be put upon the stand as a witness.

"Certainly, miss. What is it?"

"Will you please ask me my age before I take the oath?"—Yonkers Statesman.

Two Autoerats.—Redd—"Did you ever stop to think how much an automobile is like a wife?"

Greene—"Expensive to keep, do you mean?"

Redd—"Yes; but a fellow never can tell whether he's going to be able to manage one until he owns one."—Yonkers Statesman.

Had Measured It.—"How far," asked the first automobilist as they met at a turn in the road, "is it from here to the next town where there's a repair shop?"

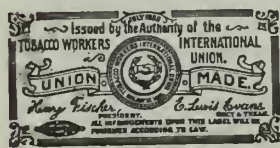
"Eleven hills, three bad bridges, one long stretch of deep sand and two arrests," answered the second automobilist.—Chicago Tribune.

One Good Turn, Etc.—Third Floor Tenant—"See here! I'm one of a committee of men in this apartment, and I've called to ask you to sell your flute."

Second Floor Tenant—"Delighted to see you. I'm one of another committee, and was about to go up and ask you if you'd sell your baby."—Lippincott's.

JOHN J. BAGLEY & CO.
DETROIT, MICH.
Manufacturers

PIPE TOBACCOS
Gold Shore
Sun Cured
Lime Kiln Club



UNION
MADE



CHARLES LYONS

London Tailor.

BACK ON MARKET STREET.

OPENING ANNOUNCEMENT OF FALL AND WINTER.

Mr. Lyons invites his friends and the public generally to visit his new store, 771 Market Street, and to inspect the finest line of Fall and Winter Cloths that has ever been displayed on the Pacific Coast. These goods range in price—for Suitings made to order, \$20 and up. Overcoats, from \$20 up, and Trousers from \$5.50 up. The same lines may be found at all of Charles Lyons' stores. Please note the address.

NEW DOWN-TOWN STORE - - - - - 771 MARKET STREET
731 Van Ness Avenue 1432 Fillmore Street

958 Broadway, Oakland.



ESTABLISHED 1888

**United States
Watch Club**

E. F. COLLINS, Manager

Watches, Diamonds and Jewelry

FINE WATCH REPAIRING

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THE SCANDINAVIAN SAVINGS BANK

—And—

THE MERCHANTS' NATIONAL BANK

OF SAN FRANCISCO

Chronicle Building.

INTEREST PAID ON SAVINGS DEPOSITS

Authorized Capital \$ 800,000

Paid-up Capital and Surplus..... 360,000

Total Assets 2,200,000

Money forwarded to all parts of the world at lowest rates.

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LEWIS I. COWGILL, Vice-President
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ALBERT SUTTON
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UNION STORE

HEADQUARTERS FOR

HAMILTON BROWN'S UNION MADE SHOES, BUCKINGHAM & HECHT'S UNION MADE SHOES.

AGENTS FOR

STOCKTON VICUNA FLANNELS, BEST MADE.
UP-TO-DATE STYLES IN SUITS AT REASONABLE PRICES.
HATS, CAPS, FURNISHING GOODS, ETC.
FAIR PRICES. RELIABLE GOODS.

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Sole and Prop.

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Big Reductions

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Largest and best equipped private Nautical School on the Continent of America.

Henry Taylor (Attorney and Counsellor at Law), Lecturer in Navigation and Maritime Law.

WILLIAM B. PAGE, Class Instructor.

YOU CANNOT BE AN

UP-TO-DATE NAVIGATOR

Unless you have an up-to-date teacher

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United States Nautical College.

CAPT. J. G. HITCHFIELD - Principal

The oldest navigation school on the Pacific Coast (established 1875) offers you advantages that can not be obtained elsewhere.

Our methods are short, thorough, concise and practical; the prices are moderate, and you are assured of a "square deal."

Terms on Application.

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SUITS

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Van Ness and Golden Gate Avenues

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DRUGS

Clean Your Blood With
THOMPSON'S BLOOD SPECIFIC
Use Curative Skin Soap for
Pimples. Price, 25c.

CITY FRONT DRUG STORE
10 MISSION ST., S. F.

**The James H.
Barry Co.**

"THE STAR" PRESS

PRINTING

212-214

LEAVENWORTH
STREET, S. F.

LUNDSTROM HATS

4 Stores in San Francisco:

64 MARKET ST.

1458 MARKET ST.

530 HAIGHT ST.

1600 FILLMORE ST.

ALL UNION HATS

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS
133 Hartford St., S. F.

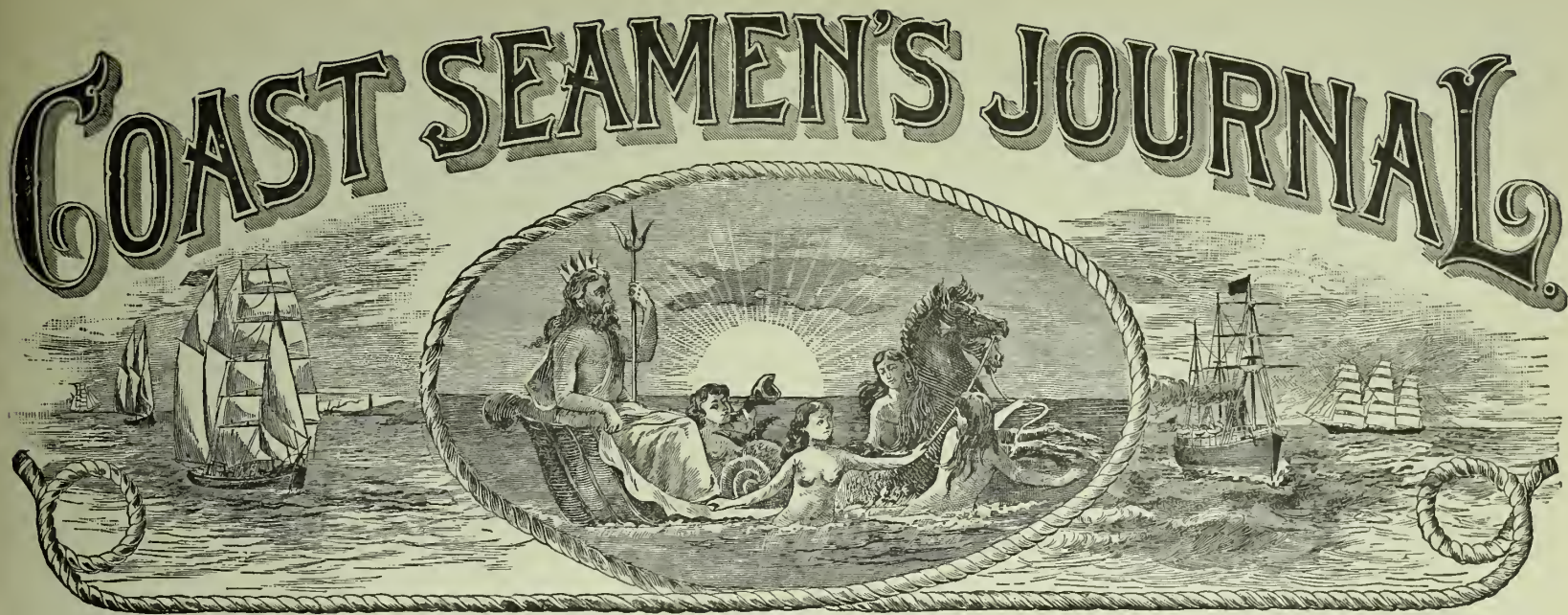
The Latest:

SAN JUAN

2 for 25c
and 10c.

High Grade Union Made Cigar.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 20.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 5, 1908.

Whole No. 1050.

IN DEFENSE OF FREE PRESS.

TO ALL ORGANIZED LABOR, GREETING—Justice Gould, of the Supreme Court of the District of Columbia, has issued an injunction against the American Federation of Labor and its officers, officially and individually.

The injunction **INVADES THE LIBERTY OF THE PRESS, THE LIBERTY OF SPEECH.** It enjoins the American Federation of Labor, or its officers, from printing, writing, or orally communicating the fact that the Buck's Stove and Range Company has assumed an attitude of hostility toward labor, and that organized labor has made this fact known, and asks its friends to use their influence and purchasing power with a view of bringing about an adjustment of all matters in controversy between that company and organized labor. The injunction is of the most sweeping character, and it, as well as the suit in connection therewith, must, of necessity, be contested in the courts, though it reach the highest judicial tribunal of our country.

With this is a reprint of an editorial from the February, 1908, **AMERICAN FEDERATIONIST**, entitled "Free Speech, Free Press Invaded by Injunction Against A. F. of L.—A Review and Protest." The editorial contains a full presentation of labor's position in regard to this injunction.

The Executive Council of the American Federation of Labor has retained the services of Hon. Alton B. Parker, former Chief Justice of the Court of Appeals of the State of New York, and Messrs. Ralston and Siddons as counsel to defend the rights of labor and the more general rights of all our people involved in this injunction and suit; the rights, as we have said, of the **FREEDOM OF PRESS** and the **FREEDOM OF SPEECH.**

The Norfolk Convention of the American Federation of Labor authorized the levying of an assessment of one cent per member of affiliated organizations for this case, and gave the Executive Council power to levy additional assessments, if necessary. One of these assessments has been levied, but it is found to be insufficient to meet the exigencies and needs of the case.

We believe that organized labor, its membership and its friends, would prefer to make voluntary contributions of financial aid rather than additional assessments be levied.

Because of the necessity to defend the fundamental rights of **FREE SPEECH** and **FREE PRESS** of the working people to-day, and which may involve the freedom of the press and the freedom of speech of all our people in the future, we appeal to all unions and union members, and the friends of justice to contribute as promptly and as generously as they can, in order that a legal defense fund may be at the disposal of the

American Federation of Labor to defend the rights of labor, and the rights of our people before the courts.

Send all contributions direct to **FRANK MORRISON**, 423-425 G Street Northwest, Washington, D. C., who will send receipt for same.

Fraternally yours,
SAM'L GOMPERS, President;
FRANK MORRISON, Secretary;

James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; Max Morris, Fourth Vice-President; D. A. Hayes, Fifth Vice-President; Daniel J. Keefe, Sixth Vice-President; Wm. D. Huber, Seventh Vice-President; Jos. F. Valentine, Eighth Vice-President; John B. Lennon, Treasurer.

Executive Council, American Federation of Labor.
Washington, D. C., January 24, 1908.

Following is the Federationist article referred to in the foregoing address:

A REVIEW AND PROTEST.

Justice Gould, of the Supreme Court of the District of Columbia, issued an injunction, on December 18, 1907, against the American Federation of Labor and its officers, and all persons within the jurisdiction of the court.

This injunction enjoins them as officials, or as individuals, from any reference whatsoever to the Buck's Stove and Range Company's relations to organized labor, to the fact that the said company is regarded as unfair; that it is on an "unfair" list, or on the "We Don't Patronize" list of the American Federation of Labor. The injunction orders that the facts in controversy between the Buck's Stove and Range Company and organized labor must not be referred to, either by printed or written word or orally. The American Federation of Labor and its officers are each and severally named in the injunction. This injunction is the most sweeping ever issued.

IT IS AN INVASION OF THE LIBERTY OF THE PRESS AND THE RIGHT OF FREE SPEECH.

On account of its invasion of these two fundamental liberties, this injunction should be seriously considered by every citizen of our country.

It is the American Federation of Labor and the **AMERICAN FEDERATIONIST** that are now enjoined. To-morrow it may be another publication or some other class of equally law-abiding citizens, and the present injunction may then be quoted as a sacred precedent for future encroachments upon the liberties of the people.

With all due respect to the court it is impossible for us to see how we can comply with all the terms of this injunction. We would not be performing our duty to labor and to the public without discussion of this injunction. A great principle is at stake. Our forefathers sacrificed even life in order that these fundamental constitutional rights of free press and free speech might be forever guaranteed to our people. We would be recreant to our duty did we not do all

in our power to point out to the people the serious invasion of their liberties which has taken place. That this has been done by judge-made injunction and not by statute law makes the menace all the greater.

There is no law in our country and we feel safe in saying that no law could be passed by the consent of the people which would deny to the humblest citizen the right of free expression through speech or by means of the press, and yet this is now attempted by injunction.

There is no disrespect to the judge or the court when we state with solemn conviction that we believe this injunction to be unwarranted.

Suppression of freedom of the press is a most serious thing whether occurring in Russia or in the United States. It is because the present injunction commands this that we feel it our duty to enter an emphatic protest.

It has long been a recognized and an established principle that the publisher should be uncensored in what he publishes, although he may be held personally and criminally liable for what he utters. If what is published is wrong or false it is within the power of the courts to punish by using the ordinary process of law, but not by a judge-made injunction.

The publication of the Buck's Stove and Range Company on the "We Don't Patronize" list of the American Federation of Labor is the exercise of a plain right. To enjoin its publication is to invade and deny the freedom of the press—a right which is guaranteed under our constitution.

The right to print which has grown up through the centuries of freedom, has its basis in the fundamental guarantees of human liberty. It has been defended and upheld by the ablest minds. It ought not to be forbidden by judicial order.

The matter of attempting to suppress the boycott of the Buck's Stove and Range Company, by injunction, while important, yet pales into insignificance before this invasion and denial of constitutional rights.

We shall consider this question fully, and we urge the most serious and careful thought on the subject by our fellow-workers and fellow-citizens.

For years we have pointed out the fact, and we believe the greater part of the intelligent public are in entire accord with us, that the injunction process was originally intended to apply to property rights only, and never was intended to interfere with personal rights—personal liberty. In fact, it never is applied to the personal rights and liberties of citizens other than if these citizens are wage-workers.

We discuss this injunction and feel obliged as a matter of conscience and principle to protest against its issuance and its enforcement, yet we desire it to be clearly understood that the editor of the American Federationist does not consider himself thereby violating any law of either State or Nation, nor does he intend to advise any disrespect toward the courts of our country. And yet inherent, natural and constitutional rights and guarantees must be defended and maintained.

The men composing the organizations federated in the American Federation of Labor are as law-abiding, as honorable and as right as can be found in any walk of life.

We feel it our solemn duty to defend our unions and the men connected with our movement from any insinuation that they are lawless or that

they are associated together for any unlawful purpose.

Though the wage-workers or their chosen representatives may be the pioneers in this protest, though they may be misunderstood, aye, even persecuted for conscience sake; yet will their labors bear fruit and coming generations of our people will thank those who, at this time, had the clarity of vision to see the right and the courage to strive manfully for the protection of our liberties against aggression.

This injunction against the American Federation of Labor contains many points with which we have hitherto been obliged to deal at long range.

We had hoped that the application for this injunction would be denied on the ground that there was no real basis of complaint in the plaintiff's allegations against the American Federation of Labor. The American Federation of Labor was represented by able attorneys and their arguments showed clearly that there was nothing unlawful in the fact that large numbers of wage-workers simultaneously declined to purchase the Buck's stoves and ranges.

The plaintiff for the Buck's Stove and Range Company, also its president, is no other than Mr. Van Cleave, also president of the National Association of Manufacturers. The recent contemptible attacks of the Manufacturers' Association's hirelings upon the character of the men of labor are still fresh in the public mind. The application for an injunction against the publication as "unfair" of the Buck's Stove and Range Company by the American Federation of Labor, savored very much of an attempt to use the courts in the prosecution of the Manufacturers' Association's avowed union-crushing campaign.

We do not for an instant insinuate or affirm that Justice Gould knowingly lent himself to the machinations of the Manufacturers' Association, but we feel convinced that he was not at all familiar with the unscrupulous means which the Manufacturers' Association adopts in order to accomplish its purposes, or he might have hesitated to accept in good faith the allegations of the Buck's Stove and Range Company in regard to its treatment by the American Federation of Labor.

It is quite true that certain union employees to whom the Buck's Stove and Range Company declined to concede the prevailing hours of labor, made this fact known to their fellow-workers through the columns of the American Federationist and through many other publications in various parts of the country, and the American Federation of Labor endorsed their position and published the same.

The entire procedure was truthful, fair and honorable. We had a right to inform the public as to the facts in the case. Wage-workers and, indeed, many others prefer to give their patronage to firms which employ union labor and whose product, for that reason, is likely to be of a more satisfactory quality to the consumer.

If the champions of the non-union shop are so proud of their stand in the matter and so convinced of their own fairness and wisdom, we really fail to see why they should object to the publication of that fact.

If, as they claim, the public is with THEM and disapproves of unions and their method of "collective bargaining," we should think that the publication of the fact of a firm declining to pay union wages or concede union hours would be its best possible advertisement and one that would be eagerly sought. Not so it seems. The Buck's Stove and Range Company, judging from the terms of the injunction, desires to stifle the voice of labor and enforce a continuous and unbroken silence on the subject of its bad standing with union workmen.

In the application for the injunction it was alleged by the Buck's Stove and Range Company that its business had suffered seriously from the refusal of union workmen and their friends to purchase its stoves and ranges. But would not absolute silence on our part as to its hostile attitude toward certain union employees be dishonest? Why should we encourage our members and friends to buy the Buck's stoves and ranges under the apprehension that this company deals fairly with union labor? Could not union employers then accuse us of unfair discrimination, of trickery and humbug?

If Mr. Van Cleave's opposition to the union shop is a matter of honest and conscientious conviction we should think he would write in pain under an injunction which prevents the publication of that fact.

The injunction is printed in full in this issue of the American Federationist. We hope our readers will study carefully every word and every phrase. It is a most remarkable injunction. (See page 7.)

Justice Gould seems to base this injunction on the ASSUMPTION that there has been a combination of numbers of wage-earners "conspiring" to commit unlawful acts. Such is not the fact. The public should understand clearly the difference between combinations for unlawful purposes and the voluntary associations of wage-earners for entirely lawful and proper purposes.

Let us for a moment consider what are some of the aims and purposes of our labor movement; to render means and opportunity of employment less precarious; to improve the standard of life; to uproot ignorance and foster education; to establish a normal workday; instill character, manhood, and an independent spirit among our people;

to establish the recognition of the interdependence of man upon man, and that no man can be sufficient unto himself; that he must not shirk a duty to his fellows; to take children from the factory and the workshop, the mill, the mine, and to give them the opportunity of the school, the home and the playground. In a word, to lighten toil, brighten man, to cheer the home and the fireside, to contribute our effort to make life the better worth living. To achieve these ends, all honorable and lawful means are not only justifiable, but commendable, and should receive the sympathetic support of every right-thinking American, rather than bitter, relentless antagonism.

But to return to the consideration of the injunction, Justice Gould quotes Judge (now Secretary of War) Taft's definition of a boycott as follows:

"A boycott is a combination of many to cause a loss to one person by coercing others, against their will, to withdraw from him their beneficial business intercourse through threats that unless these others do so, that many will cause serious loss to them."

Justice Gould adopted this definition in preference to that found in the Cyclopaedia of Pleadings and Practice and seemed to feel that Judge Taft furnished an illustrious precedent for the granting of this injunction.

True, Secretary Taft has an injunction history (see American Federationist editorial, October and November, 1907), but since he has become a candidate for President he does not seem proud of that record. He has recently tried to "explain" and not very successfully, because he, like many other injunction judges, did not think it necessary, before granting sweeping injunctions, to acquire a knowledge of modern economics and the proper application of judicial principles thereto. Is Judge Taft the highest authority on what constitutes a boycott or grounds for an injunction of this character?

The very injunction proceedings from which Justice Gould quoted Judge Taft, and other precedents he mentions, were cases in which the injunction privilege was abused by being wrongfully applied. Two wrongs do not make a right in an injunction any more than other affairs of life.

Secretary Taft says a boycott is a combination of many to cause a loss to one person by coercing others, against their will, to withdraw from him their beneficial business intercourse by threats.

We defy any one to prove a single instance in this case where men or organizations combined to "coerce" others against their will to withdraw patronage from the Buck's Stove and Range Company. Neither coercion, threats, nor conspiracy, in the lawful sense, have been resorted to, yet the whole injunction is based upon this wrong assumption.

Our unions and the men of labor are doing a public service in informing fellow-workers and friends of the fact that certain employers refuse to recognize the associated effort of the workers. This very class of employers ORGANIZE THEMSELVES into combinations and vigorously use the secret blacklist to hound good citizens and union men from employment. They use every weapon, lawful and unlawful, to crush unions. No wonder they are ashamed to have their tactics made public.

The members of organized labor are not themselves OBLIGED to refrain from dealing with the firms on the "We Don't Patronize" list of the American Federation of Labor. The information is given them. There is no compulsion. They are entirely free to use their own judgment.

It must be remembered, however, that for the one firm which declines to employ union labor there are probably a score in the same business which prefer it on account of its greater skill and reliability, and for many other sound, economic reasons. Such firms are conceded to turn out a higher quality of product than non-union concerns. The members of organized labor naturally desire to expend their earnings to the best advantage when purchasing and wish to be informed as to what firms do and do not employ union labor. In purchasing, it is often a question of the QUALITY of the goods offered. The "boycott" is a letting alone of undesirable goods.

No person can be compelled to buy an article. If the purchaser chooses to let alone certain products for any reason or for no reason, there is no way of compelling him to buy.

This injunction can not compel union men or their friends to buy the Buck's stoves and ranges. For this reason the injunction will fail to bolster up the business of this firm which it claims is so swiftly declining.

Individuals as members of organized labor will still exercise the right to buy or not to buy the Buck's stoves and ranges. It is an exemplification of the saying that: "You can lead a horse to water but you can't make him drink," and more than likely these men of organized labor and their friends will continue to exercise their right to purchase or not purchase the Buck's stoves and ranges.

It may not be amiss here to say that in all these proceedings, whether before the court or in the contest forced upon labor by the Buck's Stove and Range Company, no element of personal malice or ill-will enters. Labor is earnestly desirous of entering into friendly relations with employers, and this is none the less true of its desire to reach an honorable adjustment and agreement with the Buck's Stove and Range Company.

So long, however, as that company continues in its hostile attitude to labor, denying it the right to organize, discriminates against union members, and refuses to accord conditions of employment generally regarded as fair in the trade, it must expect retaliatory measures; these measures always, however, within the law and for the purpose of ultimately reaching an honorable, mutually advantageous agreement.

The publication of the Buck's Stove and Range Company on the "We Don't Patronize" list of the American Federation of Labor is only an incident in the history of the case. These stoves might have been let as severely alone by purchasers if they had never been mentioned on that list. It is not the matter of removing that firm from the list against which we primarily protest, it is this injunction invading the freedom of the press.

Justice Gould, in one portion of his opinion, says:

"Defendants [the American Federation of Labor] have the right either individually or collectively to sell their labor to whom they please, on such terms as they please, and to DECLINE TO BUY PLAINTIFF'S STOVES; THEY HAVE ALSO THE RIGHT TO DECLINE TO TRAFFIC WITH DEALERS WHO HANDLE PLAINTIFF'S STOVES."

Here he states precisely the whole case of the American Federation of Labor. This is what we have done. This is the sum total of labor's offending. The publication of the Buck's Stove and Range Company and other firms on the "We Don't Patronize" list is merely giving truthful information at the request of our members as to whether or not certain firms employ union men and concede the other conditions of employment usually granted by those concerns which recognize union labor.

It would seem that having made the above-quoted statement, Justice Gould would have found in it the reason for a refusal to issue the injunction. He, however, goes on to assume that there has been some UNWARRANTABLE interference with the plaintiff's business, though neither in his opinion nor in the injunction itself does he make it clear how he arrived at the conclusion that the union course was any other than as indicated in his own language.

We wish to point out that THERE EXISTS NO LAW UNDER WHICH WE COULD HAVE BEEN HIALED BEFORE ANY COURT for the exercise of free speech and freedom of the press in order to explain to our fellow-workers and friends the circumstances under which the Buck's Stove and Range Company manufacture its goods, and its attitude toward labor. Yet, under the terms of this injunction, we are peremptorily cut off from the exercise of these rights.

We have had occasion in the past to call attention to the fact that the danger of the injunction, as used in labor cases and in no other, is that persons are often forbidden the doing of perfectly lawful things—are enjoined from the exercise of their rights as citizens, and then found in contempt and punished if they fail to submit to the course laid down in the injunction mandate.

It is puzzling to be CHARGED with coercion, conspiracy and what not, and enjoined from the exercise of free speech and free use of the press just as if we had been guilty of those things of which we are entirely innocent.

It is true that there do exist illegal combinations and conspiracies for the purpose of unwarrantable interference with business, or even its destruction, but these are not organized by wage-workers. The criminal conspiracies in restraint of trade are organized by pirate trusts, by rascally promoters, by unscrupulous manipulators of finance.

The air is filled with the lamentations of the innocent victims of such conspiracies, but do we ever hear of these pirates in the business world being enjoined from continuing their depredations or threatened with contempt proceedings if they do not desist from their unlawful practices which even involve property rights. Never! These injunctions are applied to wage-workers exclusively though they involve personal rights and liberties. IT IS THIS DENIAL OF EQUALITY BEFORE THE LAW AGAINST WHICH WE PROTEST.

In making these statements we are not indulging in unjustifiable or disrespectful criticism of the judge who issued this injunction. We assume that he acted in accordance with the dictates of his conscience and his best judgment.

One point we have been making for years in regard to other injunctions is equally applicable to this case. We contend that the POWER to issue injunctions involving personal rights and liberties SHOULD NOT BE LEFT TO THE DISCRETION OF ANY JUDGE, no matter how wise, how discreet, or how learned.

President Roosevelt, in his recent message to Congress, made the following comment on the abuse of the injunction power:

"Instances of abuses in the granting of injunctions in labor disputes continue to occur, and the resentment in the minds of those who feel that their rights are being invaded and their liberty of action and speech unwarrantably restrained continues likewise to grow. Much of the attack on the use of the process of injunction is wholly without warrant; but I am constrained to express the belief that for some of it there is war-

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

ITEMS FROM THE GULF.

The fact that for the second time in its history the International Seamen's Union has decided to hold its annual convention in New Orleans would seem to have given the sailors and firemen of the Gulf an attack of what is commonly known as "big head." No sooner was the news officially announced on the waterfront of the Crescent City than both the sailors and firemen came to the conclusion that their present hall on Tchoupitoulas street was no longer good enough for them; both unions got busy at once and as a result both of them, together with the Marine Cooks and Stewards sailing out of the Pelican City, are now comfortably housed in new quarters at No. 206 Julia street. The Gulf men think their new quarters will compare very favorably with those of any Branch on the Atlantic, the Pacific or the Lakes. Lake and Pacific men, please take notice.

Like all the rest of the country, the Gulf is suffering from the prevailing hard times, and the present is certainly one of the hardest winters that the men of the Gulf have ever passed through. A great many boats are laid up, and there are lots of men on the beach. To the credit of the sailors and firemen be it said that hardly a case has been reported of a union man sailing under the ruling wages, and this in the most newly organized section of the International territory. But things are due to pick up soon and in another month or six weeks the whole fruit fleet ought to be sailing again, and about the time when we will begin to want men, all our "snow-birds" from the Lakes will be shaking us. Somehow or another we can't seem to hang on to these Lake men just when we need them. Still they're always welcome, even in the winter time, for we know they only come South to rest and most of them would feel insulted if offered a chance to ship on the Gulf. Anyway New Orleans and Mobile wouldn't look natural in the winter time if we didn't see those same old Lake faces every year.

This leads to the thought, what a grand thing the International accomplished when it inaugurated its system of transfer. Is there anything that can tend more to unite the sailors and bind them together than the fact that no matter where they happen to land, no matter what part of the world, their books are good at the nearest Union branch? No matter what Sailors' Union book they happen to carry, no matter whether it was issued in England or Australia, in Denmark, Germany or Norway, on the Lakes, the Atlantic or the Pacific, the Sailors' Union book is his certificate of character, his talisman to cure all troubles in any Union port on any ocean of the world. Wherever he lands, with money or without a penny to his name, he is sure of a chance to ship at the highest rate of wages of the port, sure of a hall to rest in and meet his fellows, sure of a place to check his belongings, and sure of finding a salaried officer, paid to give him all possible assistance and information as to the conditions of the port he has just struck. On the other hand, the disadvantages to the men belonging to the maritime unions which do not transfer has been forcibly illustrated this

winter on the Gulf, where the Firemen's agents, though with the greatest reluctance, have been obliged to turn away men that came to them with books of the Lake Firemen's Union. It certainly does go against the grain to tell a man whom you know to be a good union man, that you can't ship him or do anything for him because he happens to belong to an organization that does not extend the same courtesy of transfer. It is doubly hard because the Lake Firemen as a rule are all good union men, and because they strike the Gulf broke and without the money necessary to join the Atlantic division of the International. It seems almost criminal to refuse them assistance, and it must be remembered that in the winter on the Gulf times are dull and men are plenty, so much so that it is impossible to squeeze an outsider in for a trip and let him join the union when he returns; there are too many union men waiting for chances. So we have to let the Lake firemen drift when they strike the Sunny South, and trust to them not to scab on us, even if we do refuse them our union ships.

The loss of the steamship Alps has been a ten-day sensation in New Orleans, not because an old British tramp that was only insured for five thousand dollars was lost, but because her reputed owners very mysteriously sailed away on her on her last voyage—sailed away for a Spanish-Honduran port without saying good-by to any one, not even to the anxious creditors of the several business concerns that these worthies left stranded on the rocks of frenzied finance. Next came the news that the good ship Alps was stranded and a total loss on Glover's Reef, in the Carribean Sea, about fifty miles from Puerto Cortez. Then the maritime newspaper reporter was in his glory and column after column followed in the local papers. The wreck of the Alps, with the fleeing financiers on board, was described in detail and of course embellished with all the usual nonsense and stock nautical terms of the expert maritime reporter. Pictures and pen pictures were given the New Orleans public of this ill-fated steamer staggering blindly under the fury of a West Indian hurricane and finally hurled by the fierce storm-lashed seas of the Carribean upon a coral reef on Christmas Eve. Stories galore were printed of the bravery of the hardy seamen on board, who risked their lives not only for the ship, but also to save the strong box, filled with golden treasure, which the ever imaginative and creative reporters conceived must have been on board, since kings of high finance from the Crescent City were passengers on this ill-fated ship. But facts are stranger than fiction; the local newspapers have given the public all the fiction about the loss of the Alps; when are they going to give the facts? And it's a pretty safe gamble that when they do they will dish up to a gullible public, some very strange and interesting facts. When are the New Orleans newspapers going to tell the public why a steamer under full control, running at half speed, in a moderate sea, with a light breeze blowing on her starboard quarter, with the watch below comfortably eating their supper, in all security and comfort and never a thought of

danger—when will the New Orleans newspapers tell the public why a vessel under these conditions became a total loss on Glover's Reef, in the Carribean Sea, about fifty miles from Puerto Cortez, on Christmas Eve last? It is just possible that the facts in this case may be stranger than even all the fiction that has preceded them. The Sailors' Union knows a few of the facts, for every mother's son for'ard of the mast, who made the last trip on her, belonged to the International Seamen's Union. And the shipwrecked crew of the Alps are waiting to be told why this vessel was lost.

Incidentally, in closing, not a newspaper of the city has mentioned the care and consideration shown this shipwrecked crew, whose bravery was commented upon by almost all of the local papers. Not a paper has told how, when one of them asked Mr. Schwarz, in Belize, for money enough to erase a six-days' beard, he was told by the same gentleman that he looked better with whiskers than without; not a paper has told of the generous care which the British Government takes of its seamen when they are shipwrecked, how it paid the steamship Mobila to bring them from Belize to the Crescent City, and how the master of the Mobila generously gave them sleeping quarters in the hold, with the bananas and rats! But what's the difference? They're nothing but sailors anyway! But there is this difference between a sailor and a fool, a new sailor isn't born every minute, as they say about the fools. Nobody knows better than maritime people how low the supply of sailors is running. GEORGE C. BODINE.

New Orleans, La.

WORLD'S OUTPUT OF IRON ORE.

The preliminary figures so far available to the British Board of Trade are contained in a return issued the latter part of November. It is estimated that the world's output of iron ore in 1906 was about 125,000,000 tons, the principal producers being the United States, Germany, the United Kingdom, and Spain, in the order given, these countries accounting for about 78 per cent of the total output. The figures show that in the United States there was an output of 7,000,000 tons more than in 1905, the total being rather under 50,000,000 tons. In Germany there was an increase of over 3,000,000 tons, and in the United Kingdom and Spain of 1,000,000 tons each.

There was a further large increase in the production of steel in the United States, while the production of Germany increased by about 1,000,000 tons, and that of the United Kingdom by about 650,000 tons.

Lieut.-Col. Webb C. Hayes, President of the China Battlefield Commission, has sailed for China. He goes to place the bronze tablets on the monuments that were erected in Tientsin and Peking in honor of the American soldiers and sailors who lost their lives in the Boxer outbreak.

There is a fraternal hospital for consumptives in Las Vegas, N. M., and also in El Paso, Tex.

Domestic and Naval.

The United States battleship fleet entered the Straits of Magellan on January 31.

The Senate on January 31 passed bills for the construction of two steam vessels for the revenue-cutter service, one to be located at New York and the other on the Pacific Coast.

Proceedings in Boston for a receivership for the Morse Consolidated Steamship Company were instituted simultaneously with those in the courts at Portland, Me., and New York, on January 30.

President Roosevelt, on January 28, sent to the Senate a message recommending the giving of pensions to members of the Life-Saving Service, such as are given to firemen and policemen in the large cities.

The four-masted schooner Bertha L. Downs, launched at Bath, Me., on January 16 for the Benedict-Manson Marine Company for the general coasting trade, cost \$55,000, and is 175.4 feet long with a gross tonnage of 716.

The turbine yacht Vanadia, built by C. K. G. Billings, of the New York Yacht Club, was launched at Glasgow, Scotland, on January 23. The yacht is 296 feet long and her gross tonnage exceeds 1000 tons. She is magnificently equipped and furnished.

The steamboat Clio, which for years plied in the passenger and freight trade between Philadelphia, Pa., and Odessa, Del., has been sold to the Rock Creek Steamboat Company for excursion service between Baltimore and Rock and Stony Creeks.

The flag of the American man-of-war Chesapeake, captured in the fight with the British ship Shannon in 1813, was put up at auction in London, Eng., on January 30, and sold for \$4250 to a dealer named Partridge. It is reported that Partridge acted for Cornelius Vanderbilt.

The crew, nine men, of the schooner John E. Devlin, from Salem for Newport News, which was driven ashore five miles northeast of the Metomkin life-saving station on January 12, were landed on the 13th in a surfboat. The vessel has four feet of water in hold, but is in good condition and may yet be saved.

The last of the bodies of the five victims who perished when the Mystic, Conn., schooner Leonora struck and went to pieces on Diamond Shoals on the North Carolina coast, on January 7, was washed ashore on January 15. The body was that of an unidentified seaman. It was immediately buried by the life-savers on the beach.

Captain J. C. Harding, master of the five-masted schooner Dorothy Palmer, was arrested at Providence, R. I., recently on complaint of five negro seamen, who claimed they were arrested and imprisoned on shipboard contrary to law and compelled to go from Newport News to Providence against their will. The negroes entered five civil suits for damages of \$2000 each against the master.

The Cunard liner Mauretania arrived at Queenstown, Ireland, on January 30, after a passage of five days, two hours and forty-one minutes, at an average speed of 23.90 knots an hour. The daily runs were: 553, 535, 540, 575, 574, 155. She steamed 575 knots between Tuesday noon and Wednesday noon, which is the highest run for one day on an Eastward voyage, being an average speed of 24.87.

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Andersen, Kristian Barrid, Nick
Andersson, Frank Bensen, Carl
Arpanen, W. E. Brun, Mathias
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Anderson, Miles Braksch, Peter
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Anderson, John Lock, Charly
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Anderson, Albin Curtis, R. H.
Andersson, Patrick Cunningham, J.
Bagdon, Wilhelm Christensen, Chr.
Baily, Joe -1065
Bush, P. Calender, W.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Christiansen, -901
Cook, Harry
Carlson, Aksel
Christensen, Christ
Carlson, Waldemar
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Fogelberg, Chas. G.
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Francisca, Mr.
Fylin, A. L.
Frighland, Karl
Follis, Geo.
Gad, Toius
Gundersen, Andreas
Gustafson, A. K. -600
Gundersen, Deverlin
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Greve, Jorgen
Gustafson, Carl
Gonzales, Harry
Gronlund, Oskar
Georges, Angela
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Haart, Chas.
Hazel, W. M.
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Hansen, Christian
Hocker, Beinhard
Hilke, Carl
Hammar, C. J.
Hass, Jens C.
Helmros, G.
Hansen, Albert -973
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Hansen, J. P.
Heinanen, H.
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Hansen, Chas. E.
Hultberg, J. E.
Halderson, H.
Hardin, Mordion
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Haydn, A. E.
Haalenritter, Karl
Holman, George M.
Heesche, Heinrich
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Hansen, -1454
Hanson, J. A.
Herman, Fred
Hillsen, Halvor
Isacson, Gustaf
Ingebritsen, O. -904
Isaacson, H.
Isaacson, G. E.
Iversen, John
(Package)
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Johannsen, Chris-
tian
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Johansen, Carl -1364
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Jones, David -1849
Johnson, Fred
Johnsen, W. J. -1050
Juell, Ragwald
Johansen, Th. P.
Jager, Adolf
Jensen, J. B. -1634
Jensen, Nels
Johnson, Carl -1345
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Johnsson, John A.
Jensen, T. K. K.
Jensen, Jens -1801
Johnsen, J. A. -1809
Johnson, Aug. -1451
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Jensen, J. H. -1311
Johansson, -1576
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Johnsen, -1281
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Johansen, -1462
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Kronvall, Oscar
Krehl, Herman
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Lak, Kharlo
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Lahorde, Joseph
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Laenneka, A. -1321
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Linnander, Gottfried
Langner, Ern. -1347
Lind, Frank
Lundberg, K. J.
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Luman, Alkn
Ludquist, Karl
Luckman, Jan
Laine, Nikolai
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Pacific Coast Marine.

The United States armored cruiser California completed her final test off Cape Blanco, Cal., on January 19, making a speed of 22 3-4 knots per hour. The contract speed is 22 knots.

M. L. Ward of San Diego is at Washington, D. C., to urge the improvement of the harbor at that place through the efforts of the Congressional delegation, especially Senator Flint.

While the steamer Charles Nelson, was en route from San Francisco, to Tacoma, Wash., Nils Laine, an able-seaman, aged 28, was swept to his death by a huge wave. The accident occurred on January 19.

A dispatch from Nantes states that there is some hope of floating the French bark Duc d'Aumale, which was previously reported as having stranded at Falkland Islands while bound to San Francisco from Rotterdam.

The steamer F. A. Kilburn put in at Monterey Bay on January 19 in distress. The boiler tubes burst while she was proceeding south, bound from San Francisco to San Pedro. Two men were badly scalded, one a Greek named Hanos, probably fatally. The other man injured is John Lund, an oiler.

Captain F. E. Ferris, assistant superintendent of the Pacific Coast Steamship Company, has tendered his resignation in the service of the company, to take command of the steamer Argyle. The Argyle is well known in the oil trade on the Coast, and Captain Ferris will take charge of her almost immediately.

The bark John and Winthrop is now fitted out and ready to proceed on another whaling expedition. She was cleared from San Francisco on January 22, and sailed on the 23d for an extended campaign in the neighborhood of Japan. Captain Shorey and his crew are the only negro company engaged in the whaling industry.

The steamer Bellerophon of the Blue Funnel line, which was placed in quarantine on arrival at Victoria, B. C., on January 22, with five of the crew suffering from smallpox, was released from quarantine on the 24th. Captain Bartlett and a skeleton crew being freed with the vessel to take her to Tacoma. The five victims are isolated at the quarantine station. The ship's company was vaccinated.

The new steamer Olson and Mahony, which was built at Newport News and arrived at San Francisco on December 29 with a coal cargo, has been undergoing a final overhauling before engaging in the coastwise lumber trade. The Olson and Mahony left the Mission-street wharf on January 26 in command of Captain Payne, who brought her out from the East, for a trial trip round the Bay.

The rehabilitated steamer Lawton, now known as the Rose City, was brought from the Union Iron Works and anchored at the Mail dock, San Francisco, on January 20. The Rose City, since her extensive repairs and alterations, is one of the handsomest steamers of the company's fleet. It is said that the price paid for the Lawton by Harriman's company was about \$50,000, and that the repairs and alterations cost another \$75,000. At 3 o'clock, on the morning of January 24, the Columbia River bar tugs Tatoosh and Wallula started to pull on the British ship Claverdon that went on the Middle sands during the heavy blow of January 19, but were not successful, after trying for three hours. She has already been lightered of 500 tons and it is now expected that it will be necessary to take out nearly 1000 tons of her grain before she can be floated. It is believed that the hull of the vessel has not been damaged.

A cable to the Seattle Times from Juneau, Alaska, says: It is feared that the United States mail steamer Fox has been lost, with Captain Roscoe States of Juneau and Charles McConaghy, owner and engineer of the craft. The Fox left Winham Bay, on January 14, for Kake, fifty miles away. In spite of a thorough search which has been instituted nothing has been heard of the boat and those who were aboard. The steamboat Marion and the E. D. M. have scouted the coast and reefs for miles without gaining any information.

A telegram received at San Francisco on January 23 from Sydney, New South Wales, conveys the information that the Norwegian steamer Thode Fagelund, bound from Adelaide for Gray's Harbor, Wash., is ashore fourteen miles from Sydney. At the time the message was dispatched tugs had left to assist the vessel, which was lying broadside on the rocks and leaking. The Thode Fagelund left San Francisco for Adelaide on October 6th. She is a steel screw steamer, 350 feet long, twenty feet deep and fifty feet beam, and was built at Sunderland, England, in 1904.

Reporting the loss at sea of John Sandwick, an able-seaman, a terrific struggle in a succession of gales and a narrow escape from running on the Vancouver coast, the barkentine Charles F. Crocker, Captain Dwars, arrived at Tacoma, Wash., on January 21 from Redondo. In a south-east gale, with an accompanying high sea, Sandwick lost his life on the 19th. At the time the barkentine was only a short distance outside of Cape Flattery. Sandwick fell overboard from a jibboom. A life ring was thrown without results. The sea was so rough a boat could not be put out.

The Alaska Packers' Association held its fifteenth annual meeting of stockholders at San Francisco on January 21. The financial statement shows that the gross profits amount to \$831,421. From that is written off the deficit of the preceding year \$221,775. For redemption of bonds \$154,000 was applied. From the yearly profit \$609,646 was added to the surplus fund. The Association's pack was about equal to 30 per cent of the entire Coast pack for the year. The pack was 1,100,035 cases, and 3791 barrels, an increase of 55,359 cases and 1785 barrels over the pack of 1906.

According to the report of Captain St. Lo, master of the French bark Pierre Antonine, which reached Port Townsend, Wash., on January 23, 252 days from London, the vessel was navigated from January 5 to the date of her arrival by means of a crude makeshift compass composed of a sail needle and two magnets improvised by one of the mates following the discovery that under the force of a terrific comber which swept the vessel fore and aft early that morning both of the ship's regular compasses, had been washed overboard. The appliance proved effective, although the Pierre Antonine had a very hard time in getting into the Straits after reaching the proper latitude. The wave which took the compasses also wrecked every boat on the vessel.

Judge De Haven, in the United States District Court at San Francisco, on January 24, rendered a decision in favor of Legee & Haskins in the suit of that firm against the steamer Santa Rita to recover \$10,000 damages on a cargo of coffee. The steamer sailed from New York in command of Captain Arthur B. Connor in October, 1906, with 1067 sacks of Santos coffee consigned by Arbuckle Brothers to the plaintiffs. Owing to the careless stowage of the freight or lack of inspection of the vessel, leaking fuel oil tanks ruined the entire shipment through the impregnation of the coffee with petroleum. Testimony along this line was presented to the Court, who held that the allegations were true and the complainants entitled to recover damages. The matter was referred to United States Commissioner James P. Brown to take further testimony and fix the amount of damages to be recovered.

John Boudie, a marine engineer, filed a libel in the United States District Court at San Francisco on January 21 against the steamer A. G. Lindsav claiming that \$510.10 was due him for wages and expenses. He alleges that he was employed by the owners of the vessel May 1, 1907, as chief engineer to proceed from San Francisco to Aberdeen and from there to Cleveland, O., where the steamer was in port, and then to bring her to San Francisco. He alleges that his monthly wage was to be \$150 and that he was to be allowed \$1.50 per day for board and lodging when he was not on the steamer. He further alleges that after satisfactorily performing his part of the contract his employers failed to keep theirs by neglecting to pay him the amount sued for.

Two libels were filed in the United States District Court at San Francisco, on January 20, against Evan C. Evans, shipping, commission and coal agent, to recover demurrage on vessels, which, it is alleged, grew out of the fact that the respondent was dilatory in selecting a berth for them to discharge at and did not offer facilities for them to discharge at the rate of 600 tons a day as the charter called for. One suit was brought by William Quinn, master of the British steamer Bankfields, which arrived from Sydney with 5100 tons of coal last Christmas, and though ready to begin discharging at once, did not finish until January 20. The demurrage foots up to \$2526.15. The second complaint was made by Hermann Bandelin, of the German steamer R. C. Rickmers, which also arrived from Sydney with 6591 tons of coal and was delayed until January 17 in completing her unloading when, it is alleged, she should have been with a clean hold seven days earlier, hence demurrage in the sum of \$1996.95 is asked.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all scapharers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
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Changes in advertisements must be in by Saturday noon of each week.

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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 5, 1908.

THE A. F. OF L. APPEAL.

The appeal issued by the American Federation of Labor for financial aid in contesting the Van Cleave injunction should be promptly and generously answered by the trade-unionists of the United States. That the case is urgent appears quite plainly from the language of the appeal, published in this issue of the JOURNAL. To the thoughtful reader it is quite apparent that the language of the appeal understates, rather than overstates, the gravity of the situation.

The statement of President Gompers, that the Van Cleave injunction is the "most sweeping ever issued," is fully borne out by the terms of the injunction itself (see page 7). Not only is the American Federation of Labor enjoined from publishing the Buck's Stove and Range Company in the "We Don't Patronize" list, but "ANY AND ALL PERSONS * * * ARE RESTRAINED AND ENJOINED * * * FROM PRINTING, ISSUING, PUBLISHING, OR DISTRIBUTING THROUGH THE MAILS, OR IN ANY OTHER MANNER, * * * ANY PRINTED OR WRITTEN NEWSPAPER, CIRCULAR, LETTER OR OTHER DOCUMENT OR INSTRUMENT WHATSOEVER, WHICH SHALL CONTAIN OR IN ANY MANNER REFER TO THE NAME OF THE COMPLAINANT, ITS BUSINESS OR ITS PRODUCT IN THE 'WE DON'T PATRONIZE,' OR THE 'UNFAIR' LIST OF THE DEFENDANTS, * * * AND FROM PUBLISHING OR OTHERWISE CIRCULATING, WHETHER IN WRITING OR ORALLY, ANY STATEMENT OR NOTICE OF ANY KIND OR CHARACTER WHATSOEVER, CALLING ATTENTION OF THE COMPLAINANT'S CUSTOMERS, OR OF DEALERS OR TRADESMEN, OR THE PUBLIC, TO ANY BOYCOTT AGAINST THE COMPLAINANT, ITS BUSINESS OR ITS PRODUCT, OR THAT THE SAME ARE, OR WERE, OR HAVE BEEN DECLARED TO BE 'UNFAIR,' etc. Probably this mere allusion to the terms of the injunction may be construed as a violation thereof, a suggestion which of itself indicates the scope of the proceeding. At any rate there can be no doubt as to the practical meaning of Justice Gould's ruling. The labor movement of the country is told, in so many words, to keep its mouth shut about the Buck's Company, to forget that such a company exists! The only redeeming feature of the

injunction lies in the fact that its orders can not be obeyed, since they are opposed to human nature.

The labor movement, like every other movement that is founded in justice and the laws of human progress, lives by publicity, by frank, open and widespread appeal to public intelligence and public sympathy. Such a course is at once a guarantee in favor of right and against wrong. Only those whose conscience accuses them of wrong need fear publicity. Armed by the conviction of a just cause, publicity—even the publicity of the "We Don't Patronize" list—is to be welcomed rather than feared. The labor movement has lived and prospered in the atmosphere of free press and free speech, those palladiums of human liberty. The labor movement has grown, not by the abuse of these institutions, but by the discreet and equitable use of them. Upon these conditions of growth the labor movement must depend in the future, as in the past.

The Van Cleave injunction, to the extent that it is possible of enforcement—that is, of obedience—is destructive of personal liberty and destined to result in a condition dangerous to the stability of the Nation. The American people, irrespective of their social and personal instincts and sympathies, will ultimately revolt against a condition that would reduce them to the status of "dumb, driven cattle." Revolt is made the more certain, if possible, by the fact that the condition thus threatened is a creation, not of law, but of judicial assumption.

All things considered, the situation calls for the most active efforts to secure a final ruling from the courts and, if possible, a reversal of the sweeping order issued by Justice Gould. The American Federation of Labor is to be commended for its activity in the matter. It now remains for the labor movement at large to respond to the Federation's appeal in a manner commensurate with the importance of the case.

By a decision rendered by Judge Brown, in the United States District Court at Providence, R. I., Captain Harding, of the schooner Dorothy Palmer, has been ordered to refund to his negro crew the sums deducted from their pay on account of their arrest and detention at Newport News, Va. It appears that the crew "deserted" at the latter port, were arrested, jailed and returned on board. Of course these legal (?) proceedings cost money, which Captain Harding proposed to make the "deserters" pay. The decision informs the Captain that seamen can no longer be forced to pay the cost of their enslavement. After a few more experiences of the same kind Captain Harding may possibly "get wise" to the fact that it is illegal even to arrest a seaman who "deserts" in any port of the United States or near-by foreign country.

With its issue of January 25, the Cleveland Citizen, of Cleveland, O., entered upon its eighteenth year. While noting this auspicious event, we are reminded that the JOURNAL has not always "hitched" with its contemporary, a fact which has increased, rather than lessened, our interest in the Citizen's views. In the hope that whatever differences may exist between the JOURNAL and the Citizen shall be based upon honest grounds, we extend our congratulations and best wishes for the continued success of the Cleveland Citizen and Editor Hayes.

SUBSIDIES AND SEAMEN.

The renewal of Ship Subsidy talk in Congress is accompanied by the usual outbreak among the Protectionist press. Much stress is laid upon the need of a merchant marine as an auxiliary of the Navy. A fair example of the argument (?) used in this connection is contained in the following, from the San Francisco Chronicle:

There are two ways by which we can get a merchant marine. One is by abolishing the duty on foreign-built ships and repealing all laws in respect to the nationality of our officers and crews and their findings. That is the way of the Free Traders. If we accept that we can get good ships built cheaply in Japan and man them with Scandinavian officers and Asiatic crews. Then we shall be all right as far as ships are concerned, although they would not be "schools for American seamen" to man our warships in time of war. The only alternative is subsidies. No subsidies, no American-built ships sailed by American officers and crews. And no American ships, no auxiliary service for our Navy in time of war. We may as well look the facts in the face. They are facts and they are well understood by the naval and military authorities of all nations.

Some of the facts referred to by the Chronicle belong in the category of "facts that ain't so." One of these "facts" is that relating to the "laws in respect to the nationality of our officers and crews and their findings." The real fact is that there are no laws in this respect. The Navigation laws of the United States provide that ships' officers must be citizens, but there the law stops. So far as the crews are concerned there is no law to prohibit the manning of ships with men of any nationality. There is no need to repeal any law in order that American ships may be manned with Scandinavian officers and Asiatic crews, since that is being done now in many important instances. In these instances the officers are, of course, naturalized, but the crews are strictly Asiatic. What is more to the point is the fact that no Ship Subsidy bill yet proposed has contemplated any change in this respect. On the contrary, every proposal that subsidized vessels shall carry white crews has been voted down. Indeed, the only point which the subsidy-hunters seem to be agreed upon is that they must not be restricted or regulated in any way in the employment of crews.

When the Chronicle says that "the only alternative (of Asiatic crews) is subsidies," it means that the only alternative of Asiatic crews is more Asiatic crews. As things now stand, the passage of the Ship Subsidy bill would leave the question of the nationality of crews just where it now is—that is, entirely at the discretion of the shipowner. In brief, the question of the nationality and efficiency of crews is lugged into the Subsidy discussion merely as a make-weight, to give the thing the appearance of an effort to improve the standard of American seamanship, whereas that object is the very farthest thing from the minds of those most prominently identified with the scheme.

The San Francisco Labor Council has issued a Label Calendar as a feature of its union-label propaganda. The Calendar is artistically designed and handsomely printed, and reflects great credit upon the Label Committee of the Council.

The Chronicle, of Cincinnati, O., announces the beginning of its seventeenth year. Our contemporary is among the neatest and newest of labor journals, and is fully entitled to all the satisfaction that follows growth in years and power. We congratulate Editor Rist and his readers.

IN DEFENSE OF FREE PRESS.

(Continued from Page 2.)

rant. This question is becoming more and more one of prime importance, and unless the courts will themselves deal with it in effective manner, it is certain ultimately to demand some form of legislative action. It would be most unfortunate for our social welfare, if we should permit many honest and law-abiding citizens to feel that they had just cause for regarding our courts with hostility. I earnestly commend to the attention of the Congress this matter, so that some way may be devised which will limit the abuse of injunctions and protect those rights which from time to time it unwarrantably invades. Moreover, discontent is often expressed with the use of the process of injunction by the courts, not only in labor disputes, but where State laws are concerned."

We earnestly hope that public opinion on this subject will be so compelling, so wide-spread, and so intense that Congress will, at any early date, crystallize into statute law the expression of this feeling by enacting the American Federation of Labor bill "to limit and regulate injunctions," which is designed to restrain the improper use of the injunction power and to protect rights which have been unwarrantably invaded.

It is our earnest hope that our protest of today in behalf of justice and right may find expression in the laws of to-morrow.

We have already stated that the case of the Buck's Stove and Range Company against the American Federation of Labor and its officers is represented by able counsel. Additional counsel, foremost at the bar of our country, has been added. Regardless of any phase which the case may assume, it will be continued by the American Federation of Labor until a final decision has been rendered by the Supreme Court of the United States.

We repeat here what we have elsewhere said, that when the true historian shall present to the world the great struggles of the past and of the present; when the tinsel and false coloring shall have been removed from the real figures and events, there will be revealed to mankind's astonished gaze the continuous struggle of labor against tyranny, brutality, and injustice; the struggle for the right, for humanity, for progress, and for civilization. The trade unions and the Federation of our time are in their very essence, the continuity of the historically developed progress of labor through the ages. We can not stop; we must go on.

IN THE OFFICIAL ORGAN OF THE NATIONAL ASSOCIATION OF MANUFACTURERS. ONE OF THE COUNSEL FOR THE BUCK'S STOVE AND RANGE COMPANY DECLARES THAT PUNISHMENT FOR VIOLATION OF THE INJUNCTION ISSUED BY JUSTICE GOULD, AGAINST THE AMERICAN FEDERATION OF LABOR, APPLIES PARTICULARLY TO THOSE WITHIN THE TERRITORIAL LIMITS OF THE DISTRICT OF COLUMBIA WHO VIOLATE THE TERMS OF THE INJUNCTION. THAT THOSE WHO VIOLATE THE TERMS OF THE INJUNCTION IN ANY OTHER PART OF THE COUNTRY OUTSIDE OF THE DISTRICT OF COLUMBIA CAN BE PUNISHED ONLY WHEN THEY THEREAFTER COME WITHIN THE TERRITORIAL LIMITS OF THE DISTRICT OF COLUMBIA. COUNSEL FOR THE AMERICAN FEDERATION OF LABOR ASSURE US THAT THIS CONSTRUCTION OF THE COURT'S ORDER IS ACCURATE.

Proceeding almost the entire distance under auxiliary gasoline engine power, the German ship R. C. Rickmers arrived at Port Townsend, Wash., from San Francisco and proceeded to Tacoma, whence she takes a cargo of wheat to the United Kingdom. The Rickmers was five days between ports, working almost wholly with auxiliary power, and on account of the fact that the vessel, after reporting at Port Townsend, proceeded to Tacoma by the same method, the Puget Sound pilots have secured a warrant charging Captain Fischer with violating the local regulations, which require a special license. On the other hand, Captain Fischer boasts an unlimited license for sail and steam in all waters, and will put up a vigorous contest against the pilots.

A telegram was received at San Francisco on January 29, conveying the information that the tugs Hercules and Goliath had left Camden, N. J., that morning for their long non-stop voyage through the Magellan Straits to San Francisco. The Hercules, in command of Captain Dan Thompson, had the Goliath, in charge of Captain Chris Hansen, in tow, and each tug had 2500 barrels of oil on board, in addition to a plentiful supply of provisions. The Hercules will draw on the Goliath's store of oil during the long voyage, and it is the intention of Captain Thompson to call at no port until San Francisco is reached.

The bark G. C. Tobey arrived last in the race to Honolulu between herself, the Irmgard, Fort George and E. M. Philips. The G. C. Tobey arrived at Honolulu on January 30, but had rough weather to contend with, which somewhat hampered her progress to the Island port.

INJUNCTION AGAINST A. F. OF L.

This cause coming on to be heard upon the petition of the complainant for an injunction pendente lite as prayed in the bill, and the defendant's return to the rule to show cause issued upon the said petition, having been argued by the solicitors for the respective parties, and duly considered, it is, thereupon by the court, this 18th day of December, A. D. 1907, ordered that the defendants, The American Federation of Labor, Samuel Gompers, Frank Morrison, John B. Lennon, James Duncan, John Mitchell, James O'Connell, Max Morris, Denis A. Hayes, Daniel J. Keefe, William D. Huber, Joseph F. Valentine, Rodney L. Thixton, Clinton O. Buckingham, Herman C. Poppe, Arthur J. Williams, Samuel R. Cooper, and Edward L. Hickman, their and each of their agents, servants, attorneys, confederates, and any and all persons acting in aid of or in conjunction with them or any of them be, and they hereby are, restrained and enjoined until the final decree in said cause from conspiring, agreeing or combining in any manner to restrain, obstruct or destroy the business of the complainant, or to prevent the complainant from carrying on the same without interference from them or any of them, and from interfering in any manner with the sale of the product of the complainant's factory or business by defendants, or by any other person, firm or corporation, and from declaring or threatening any boycott against the complainant, or its business, or the product of its factory, or against any person, firm or corporation engaged in handling or selling the said product, and from abetting, aiding or assisting in any such boycott, and from printing, issuing, publishing or distributing through the mails, or in any other manner any copies or copy of the American Federationist, or any other printed or written newspaper, magazine, circular, letter or other document or instrument whatsoever, which shall contain or in any manner refer to the name of the complainant, its business or its product in the "We Don't Patronize," or the "Unfair" list of the defendants, or any of them, their agents, servants, attorneys, confederates, or other person or persons acting in aid of or in conjunction with them or which contains any reference to the complainant, its business or product in connection with the term "Unfair" or with the "We Don't Patronize" list, or with any other phrase, word or words of similar import, and from publishing or otherwise circulating, whether in writing or orally, any statement or notice of any kind or character whatsoever, calling attention of the complainant's customers, or of dealers or tradesmen, or the public, to any boycott against the complainant, its business or its product, or that the same are, or were, or have been declared to be "Unfair," or that it should not be purchased or dealt in or handled by any dealer, tradesman, or other person whomsoever, or by the public, or any representation or statement of like effect or import, for the purpose of, or tending to, any injury to or interference with the complainant's business, or with the free and unrestricted sale of its product, or of coercing or inducing any dealer, person, firm, or corporation, or the public, not to purchase, use, buy, trade in, deal in, or have in possession stoves, ranges, heating apparatus, or other product of the complainant, and from threatening or intimidating any person or persons whomsoever, from buying, selling or otherwise dealing in the complainant's product, either directly, or through orders, directions or suggestions to committees; associations, officers, agents or others, for the performance of any such acts or threats as hereinabove specified, and from in any manner whatsoever impeding, obstructing, interfering with or restraining the complainant's business, trade or commerce, whether in the State of Missouri, or in other States and Territories of the United States, or elsewhere wheresoever, and from soliciting, directing, aiding, assisting or abetting any person or persons, company or corporation to do or cause to be done any of the acts or things aforesaid.

And it is further ordered by the court that this order shall be in full force, obligatory and binding upon the said defendants and each of them, and their said officers, members, agents, servants, attorneys, confederates, and all persons acting in aid of or in conjunction with them, upon the service of a copy thereof upon them or their solicitors or solicitor of record in this cause; Provided, The complainant shall first execute and file in this cause, with a surety or sureties to be approved by the court or one of the justices thereof, an undertaking to make good to the defendants all damage by them suffered or sustained by reason of wrongfully and inequitably suing out this injunction, and stipulating that the damages may be ascertained in such manner as the justice of this court shall direct, and that, on dissolving the injunction, he may give judgment thereon against the principal and sureties for said damages in the decree itself dissolving the injunction.

(Signed) ASHLEY M. GOULD,
Justice.

A stevedore record has been established by McCabe & Hamilton in loading a vessel at Tacoma, Wash. The German bark Rickmers has aboard 250,800 bushels of wheat, valued at about \$220,000. It took the stevedores just twenty-two hours to load the cargo. The record will probably stand alone for several months to come. The Rickmers arrived on January 27, from San Francisco.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 3, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping dull.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Jan. 27, 1908.
Shipping still dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Jan. 27, 1908.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Jan. 26, 1908.
No meeting; no quorum; shipping and prospects poor.

W. MOLLER, Agent.
114 Quincy St. P. O. Box 48. Tel. 443.

Aberdeen Agency, Jan. 27, 1908.
No shipping during week.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Jan. 27, 1908.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 26, 1908.
Shipping and prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Jan. 27, 1908.
Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Jan. 20, 1908.
Situation quiet.

J. T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 30, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull, prospects uncertain.

EUGENE STEIDLE, Secretary.
51 Steuart St.

San Pedro Agency, Jan. 23, 1908.
Shipping on sailing vessels slow.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Jan. 27, 1908.
General situation unchanged.

V. A. OLANDER, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Jan. 28, 1908.
Shipping very dull.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Jan. 23, 1908.
Shipping slack.

DANIEL SULLIVAN, Secretary.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Jan. 21, 1908.
Shipping slack; prospects uncertain.

H. P. GRIFFIN, Secretary.

DIED.

Nils Laine, No. 1391, a native of Finland, aged 30, drowned from the steam-schooner Charles Nelson, at sea, on Jan. 19, 1908.

Joseph Nyblom, No. 905, a native of Finland, aged 22, drowned at South Bend, Wash., on Jan. 29, 1908.

John Sandvik, No. 1303, a native of Norway, aged 31, drowned from the barkentine Charles F. Crocker, at sea, on Jan. 19, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

WORK OF LAKES CONFERENCE.

The Joint Conference between the representatives elected for that purpose by the Lake Seamen's Union, Marine Firemen, Oilers and Water-tenders, and the Marine Cooks and Stewards, convened in the Revere House, 55 N. Clark street, Chicago, Ill., on the morning of January 14. The conference was an important one, coming as it did at the beginning of what is usually considered likely to prove a bad year. The Presidential election following close on the panic of the fall of 1907, your delegates thought it of the utmost importance to prepare for "weather." Two very important resolutions were introduced by Comrade Olander, and will have been submitted to referendum vote before this appears. The work of the conference consisted mainly in preparations to withstand attack. Good work was done; the utmost harmony and good feeling prevailed, all delegates working hard to reach the common goal—the best interests of the three organizations.

The delegates were: Seamen—Penje, Olander, T. H. Hanson, McKechnie, Fleming, Clark, Sullivan, Huehns, Peterson, Curry, Shaw, McCoy, Geo. Hanson, Wm. L. Smith, Thos. Lester, Scanlan, Jenkins.

Firemen—Stack, Davidson, Fisher, Clark, Jones, Connelly, Ryan.

Marine Cooks—Walker, Turner, Johnson, Heffron, Little, Naughton.

After the Joint Conference adjourned the Lake Seamen's Union delegates took up the work of the Annual Conference and completed their work on January 23. This will be submitted to you for referendum vote as usual.

W. H. JENKINS.

GRAIN SHIPMENTS BY LAKE.

Following is a comparison between the years 1906 and 1907 of the receipts and shipments of all sorts of grain by elevators at the Head of the Lakes:

Receipts	1907.	1906.
Wheat, bushels . . .	55,299,825	41,558,151
Corn, bushels	149,365	162,122
Oats, bushels	3,633,677	7,983,389
Rye, bushels	598,891	589,412
Barley, bushels . . .	9,746,491	9,705,792
Flax, bushels	18,981,179	21,784,625
Total bushels . . .	88,409,428	81,784,491
Shipments.	1907.	1906.
Wheat, bushels . . .	49,207,734	39,109,354
Corn, bushels	149,365	164,480
Oats, bushels	3,771,013	11,541,934
Rye, bushels	671,152	608,401
Barley, bushels . . .	9,689,122	10,206,776
Flax, bushels	18,037,133	21,932,316
Total bushels . . .	81,525,519	83,563,255

Of this amount, approximately 77,465,000 bushels were shipped by Lake.

The Duluth Board of Trade is now relieved, under the agreement made with the Superior grain dealers, of all supervision over the inspection and weighing of grain at the Superior mills and elevators.

The steamer Jenkins is in winter quarters at Port Arthur following the failure to obtain insurance.

NEW LAKE PORT.

In connection with the Canadian activity in railway and mining circles the preparations for establishing a new port at Key Harbor or Key Inlet on the Georgian Bay are attracting considerable attention. Key Harbor is situated between Bying Inlet and French River on the Georgian Bay, about 75 miles north of Parry Sound, the nearest port of any size. From Key Harbor the product of the Moose Mountain iron mines is to be shipped to various lake ports. These mines are 30 miles north of Sudbury and about the same distance from navigable water as the iron ranges back of Duluth, but are 500 miles nearer coal and smelters.

The docks are to be situated about 6 miles from the main line of the Canadian Northern Ontario Railway, to be connected by a spur track, grading for which is nearly completed. This will give direct rail connection with the mines. A trestle 1 mile in length will be built with pockets beneath, on which train loads of ore will be handled without inconvenience. The largest boats on the Lakes can be used, as there is a 24-foot depth at the dock side.

The power house is nearly completed; a coal dock is to be constructed, and work on the ore docks will be carried on during the winter months. The transshipment of mineral alone will probably make Key Harbor a port of considerable consequence, but when the Canadian Northern Ontario connection with Ottawa is made it will become an important factor in Canadian Northern direct traffic between tide water and the West. According to the intentions of the constructors, ore will be shipped from Key Harbor to Cleveland; coal from that port to Port Arthur, and wheat from Port Arthur to Key Harbor. The Government steamer Bayfield has about completed the survey work for the harbor, having the necessary buoys and lights ready to be placed in position. The first shipments will probably occur next spring shortly after the opening of navigation.

NINE BOATS LEFT LAKES.

During the past season nine freight vessels left the Lakes and the wooden steamer Iroquois, which was sold to Canadian parties, was taken out of the coastwise trade.

Seven of the boats that were taken to the coast in 1907 were steamers and two were whaleback barges. The capacity of the vessels was about 20,200 tons a trip, or figuring on trips for a season, they would carry about 404,000 tons.

The boats that went to the coast and their carrying capacity follows:

Steamers.	Capacity.
Cartagena	2,800
J. H. Devereux	2,500
William Chisholm	2,400
Winnebago	1,700
A. G. Lindsay 4	1,300
M. E. Kelton	1,000
Bay City	2,500
Barges.	
Baroness	3,000
Bombay	3,000

Demand the union label on all products.

LAKE LEVELS FOR DECEMBER.

The United States Lake Survey reports the stages of the Great Lakes for the month of December as follows:

Lakes.	Feet above tide water, New York.
Superior	602.55
Michigan-Huron	580.58
Erie	572.24
Ontario	246.28

Since last month Lake Superior has fallen nearly 4 inches, Lakes Michigan and Huron 2½ inches, Lake Erie 1½ inches, while Lake Ontario has held its own. In the next month Lake Superior is likely to fall over 3 inches and Lakes Michigan and Huron over an inch, while Lake Erie should hold its present level and Lake Ontario rise an inch.

Lake Superior is 14 inches above its December stage in 1892, 6½ inches higher than in 1890, an inch higher than last year, and about the same as in 1895; but it is 7 inches lower than in 1900, 5 inches lower than in 1905, and 2 inches lower than in 1904, and 1½ inches lower than the average December stage of the past ten years.

Lakes Michigan and Huron are 19 inches higher than in December, 1895, and 5 inches higher than the mean December stage of the past ten years; but are lower by 2 feet than in 1876, and an inch lower than last year.

Lake Erie is 16½ inches higher than the stage of 1895, and 7 inches above the mean December stage of the past ten years; but it is 11 inches below that of December, 1876, 3½ inches lower than in 1890, and 2 inches lower than last year.

Lake Ontario is 33 inches above the low water of 1895, 4½ inches higher than last year, 2 inches higher than in 1905, and 14½ inches higher than its mean December stage of the past ten years. It is only 1½ inches below the high water stage of December 1876.

AWARD OF SALVAGE.

Judge Sanborn of the United States District Court at Madison, has decided the salvage case involving the steamers Viking and Western Star and has awarded the owners of the Viking \$4,850 as salvage, and \$150 for damage to the tow line and pump. The case arose through a libel of \$25,000 placed on the Western Star by the Viking, after the latter had pulled the Western Star off the beach near Ontonagon, after a great gale on Lake Superior in 1905.

The Western Star lay in fourteen feet of water, and another vessel had declined to attempt the job of releasing her. At the time of the stranding the Western Star was bound from Toledo to Fort William without cargo. The Viking ran aground while working on the Western Star, but released herself. After being pulled off the Western Star proceeded to Ontonagon under her own steam, though offered further assistance by the Viking. The latter then proceeded to Duluth.

The owners of the Viking claimed delay at the Western Star caused the loss of \$2,760 on a cargo of lumber, which they lost at Duluth. The award is without interest.

NEW SITE FOR STATION.

Milwaukee is to have a new Lifesaving Station. An announcement to that effect was recently made by Congressman W. H. Stafford. The new station will be located at McKinley Park near the Milwaukee Yacht Club. Such a location is preferable to the present site both for convenience to the Lifesavers is getting out and for the further fact that the calls for assistance come much oftener from north than from south of the harbor. While at Washington Congressman Stafford called the attention of General Superintendent Kimball of the Lifesaving Service to the conditions and recommended that a change was desirable. So impressed was Superintendent Kimball by the Congressman's representations that he agreed that something ought to be done. It was suggested that a sit for the station further to the north would be a great improvement and Congressman Stafford expressed the belief that the city would be willing to donate a site in McKinley Park. Accordingly Lieutenant J. G. Ballinger, the Inspector for that district, was ordered to visit Milwaukee and confer with Congressmen Stafford and Cary regarding a change of location.

VICTORY FOR DREDGEMEN.

The War Department has made a ruling that no dredge shall be constructed from appropriations for improvements, unless the legislation authorizing those improvements specifically directs that a dredge be constructed. This is in effect precisely what the law of 1904 directed. That law, which went through the Rivers and Harbors committee only after a hard fight, was repealed last winter, but that repeal has apparently been robbed of its force.

This ruling of the War Department has been brought to light through the application for a dredge to serve the western shore of Lake Michigan. The agitation for such a dredge originated with the Milwaukee Board of Trade, and has been voiced by Senator La Follette. It has also been advocated by the Federal engineer in charge at Milwaukee.

But the agitation has gone up against a stone wall. The only hope for the western shore of the Lake is to secure Congressional action specifically authorizing the construction of a dredge.

The Wisconsin people want a dredge, which will fill the same need as does the Gillespie on the eastern shore of the Lake.

The Canadian Shipbuilding Company has sold its entire Toronto plant to A. Berg & Sons, Toronto, manufacturers of brick machinery, and will concentrate its operations at the Bridgeburg (Ont.) plant, where it controls 125 acres. The reason assigned for the sale is that the machinery does not suit modern requirements, being inadequate for the engine work for large steamers.

The grain receipts for one week recently at the head of the Lakes were in excess of the same week a year ago, the total being 666,339 bushels as compared with 439,105 bushels. The receipts of wheat for the week were 451,159 bushels; oats, 87,073; rye, 1,236; barley, 10,716, and flax, 116,155 bushels.

NEW HOPPER-BOTTOM BOAT.

A new hopper-bottom boat designed by George W. Maytham of Buffalo is shortly to be built and placed in service on the Lakes. Among the advantages claimed for the boat are that it will be more economical than the present type of freighter, owing to the saving in time and labor effected in unloading; that it will prevent shifting of cargo; make a stronger and more seaworthy vessel, being practically unsinkable, the construction being equivalent to having collision bulkheads; all resulting in a material reduction in hull and cargo insurance rates.

The hold of the vessel, instead of being one long compartment or a series of square spaces separated by bulkheads, is comprised of any desired number of hopper bottom compartments, each separate from the other and extending the width of the ship. Their bottoms are three feet lower than that of the hold of the present style of freighter, so there is no sacrifice in space. There can be no loss in the shipment of grain from wetting of cargo, and as many different consignments can be carried as there are hoppers. The hopper system also permits the shipping of different grades of the same material in one cargo.

The American Steamship Company was incorporated at Buffalo recently with a capital stock of \$250,000. The new company will operate the steamer ordered by John J. Boland at Detroit last week. The incorporators are John J. Boland, S. W. Gee, M. S. Peterson, D. A. Cornelius, Fred W. Ely and Harvey L. Brown.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.Manitowoc, Wis.
Ashtabula Harbor, O.Marquette, Mich.
Buffalo, N. Y.Milwaukee, Wis.
Duluth, Minn.Saginaw, Mich.
Escanaba, Mich.Sandusky, O.
Grand Haven, Mich.Sault Ste. Marie, Mich.
Green Bay, Wis.Sheboygan, Mich.
Houghton, Mich.Sturgeon Bay, Wis.
Ludington, Mich.Superior, Wis.
Manistee, Mich.Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Peiper Heidseick, Joe Walcott, Big Bear, Diamond D, El Tiladdo, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburgh Expanded Metal Co., Pittsburgh, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros. Co., Baltimore, Md.
Pianos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Amcs Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

HAMBURG STRIKE DECISION.

There was a strike of dock laborers at Hamburg, and foreign laborers were introduced to take the place of the German strikers. A man, hearing that there was a demand for laborers, went to an office in London and there signed a contract to proceed to Hamburg and there work at loading and unloading ships. The office appeared to be the office of agents for the Hamburg-America line. The man was told by someone at the office that the men were being engaged for that shipping company; and on the wall there was said to be a bill which announced that men were required by the Hamburg-America line. The man was asked to sign a contract, which he did, as also did a large number of other men. By this document the signatories declared that they pledged themselves to the Harbor Working Association, and undertook to proceed to Hamburg and to do all work required in loading and unloading ships in Hamburg and on the Lower Elbe, either on land or on board ship or in lighters, for a fixed minimum time of four weeks. The men were to receive 5s. a day for nine hours' work, and 1s. an hour for overtime, Sundays and holidays. They were also to receive free board and lodging. They were to be conveyed free to Hamburg and back, and they were to be paid the agreed wages for the days occupied in the journeys. There was no mention in the contract of the Hamburg-America line. The association referred to was the Harbor Working Association of Hamburg, a corporation registered in Germany, under German law, with power to make contracts, and liable to sue or be sued. It was composed of shipowners and others interested in the shipping business of Hamburg, and the Hamburg-America line was an important member of the association. Its object was to provide dock labor in case of strikes. The man signed the contract on April 9th, and the same day started on a steamer for Hamburg, arriving on April 11th. He worked up to and including April 22nd. He alleged that he and others tried to go to work on the 23rd, but were prevented by violence on the part of German strikers. In any event, he did no work after the 22nd. On the 30th he was paid his wages up to the 23rd, and he signed a receipt on a printed form which purported to be in full discharge of all claims. He was immediately afterward brought back to England.

The man then brought an action in the High Court against the Hamburg-America line for £6 5s. for wages due, or for damages for breach of contract. The defense was that the defendants did not employ the plaintiff; and that, if they did so, they acted only as agents of the Harbor Working Association of Hamburg, and, alternatively, the defendants said that the plaintiff had refused to work according to the terms of his contract.

It was proved at the hearing that the plaintiff, while at work at Hamburg, had lived on board a ship which did not belong to the defendants, and that he had worked in loading and unloading ships which did not belong to them. It was also proved that about three-fifths of the labor supplied by the association was supplied to the defendants, but that they supplied labor also to the other members of the association. On behalf of the defendants evidence was given that they neither engaged, nor authorized

anyone else to engage, laborers on their behalf. The plaintiff alleged that when he signed the contract he believed himself to be contracting with the defendants, and knew nothing of the association. Also he alleged that he was coerced into signing the receipt and discharge by threats of being turned out with nothing if he refused to sign; and that he was hustled and hurried into signing in a room full of armed police. There was contradictory evidence given as to the degree of violence shown to the plaintiff and his companions by the other strikers, and as to the alleged refusal of the plaintiff to continue to work.

Without deciding the other questions raised, the judge gave judgment for the defendants, on the ground that the written contract had been read over to any signed by the plaintiff, that from the contract it was plain that the agreement was with the association as principals and not with the defendants, and that the plaintiff had brought his action against the wrong parties.—*Sedgebeer vs. Hamburg-America Line*, King's Bench Division, November 19 and 20, 1907.

NEW HUDSON BAY PORT.

It is obvious that Hudson Straits and Bay afford a safe commercial route to Europe for at least three months in the year, from toward the end of July to about the end of October. It would not be a rival route to Montreal, but it would be a means of relief from the grain blockades which endanger the continued development of the West. Only 480 miles of railroad would have to be built to connect Churchill with the existing railroad systems of the West, and to complete the gap in transportation service from the grain fields to the markets of Europe.

Churchill is available to vessels drawing 24 feet of water, and with modern aids to navigation along the approach, and docks and elevators, it would afford all the port requirements necessary to connect the railway with the waterway afforded by the Bay and Straits. The question of distance to the markets is an important one. By water Churchill is little farther from Liverpool than is Montreal, but the distance from the wheat fields to tidewater is much less to Churchill than to Montreal, and it is expected that the shorter rail haul will tend to the development of that route.

CREMATION IN GERMANY.

There are crematories in eight of the large cities of Germany. There are none in Prussia, although the question has been recently agitated in Berlin. A foreigner in Germany who desires to be cremated in case of death may have his purpose carried into effect by providing himself with a signed statement. The freight on a corpse from Berlin to New York via Hamburg amounts to about \$143, whereas the ashes, including the urn, can be shipped by express or otherwise at slight expense.

That the finest stone buildings and monuments of many cities are disintegrating through the action of the sulphuric acid produced by the combustion of coal is asserted by a writer in *Cosmos* (Paris). In London, especially, it has been estimated that no fewer than half a million tons of acid are thus discharged into the atmosphere yearly.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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any of the above-mentioned places;
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FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the 'Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Harold Olsen is requested to send his address to his brother, G. I. Olsen, 1069 Hampshire St., San Francisco. The latter wishes to communicate with the former on matters of importance.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Ralph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliiff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannon Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

THE MANNING OF SHIPS.

The problem of securing an equitable manning scale for British merchant vessels, not merely in the matter of deck hands, but in every service department on board ship, has made a very appreciable advance toward solution as a consequence of the noteworthy deputation which waited on the President of the Board of Trade in Whitehall Gardens on the 28th ult. The circumstances under which Mr. Lloyd-George kept his engagement with the deputation—his eldest daughter lying dangerously ill—proved how anxious he was to give an opportunity of stating their case to those whose hard labor does so much to maintain the prestige and prosperity of Britain's Mercantile Marine. Now that the sad blow has fallen on his household which he dreaded that morning, he may rest assured that in his sore bereavement he has the deep sympathy and condolence of the great bodies of labor on whose behalf the members of the deputation were entitled to speak.

This question of the adequate manning of ships, in efficiency as well as in numbers, is not, as Mr. Lloyd-George himself acknowledged, by any means a new one. He and his predecessors at the Board of Trade have been urged incessantly for years to grapple with the problem and settle it. Time has gone on and many parliamentary sessions have waned and faded into the past, but no settlement has been reached. We are glad to think that the prospect now is brighter, and that a practical way may soon be found of overcoming a long-standing difficulty. It has to be noted that, although those who pressed for the establishment of a just and proper manning scale for British ships, have not attained the ultimate end they desired to reach, yet development after development has come to strengthen their position and to justify their demands. However strenuously the minority on Sir Edward Reed's Manning Committee of 1894 may have tried to qualify and narrow the findings of that strikingly representative body, it is indisputable that the great majority of Sir Edward's colleagues joined him in declaring emphatically in favor of the establishment of a minimum manning scale. Then, in 1897, Parliament took a step in advance by giving its sanction to an Act which now stands on the Statute Book, and which affirms that undermanning constitutes unseaworthiness. The activities of the Empire did not end here. The New Zealand Legislature has now embodied in the operative law of the Colony a precise and fully adjusted manning scale. In the course of the present year, the Commonwealth Parliament of Australia did exactly what New Zealand had already done. It would be farcical to suppose that with these encouragements to sustain them, the advocates of a manning scale for the British Mercantile Marine would fold their arms and lapse into silence.

All the advantages rested unquestionably with them, and that being so, what they had to do as practical men was to weigh the issue and decide on the tactics which would bring the safest and speediest returns. The heroic does not always appeal to Parliament or its Administrative Departments, and the reformer is wise who continually bears in mind that it is easier at times to get round an obstacle than to remove it. No reasonable hope could be entertained

that Parliament in the coming session would undertake a new spell of shipping legislation. Anybody who tried to turn the legislative mind in that direction would be told to rest content for some little time with the Merchant Shipping Act and the Workmen's Compensation Act. From the Government nothing could be expected officially, as every moment of its time is already mortgaged. To proceed by way of a private member's bill would be a sheer waste of effort. Happily, those whose minds were fixed on the manning question, saw an alternative. In April last, a Colonial Shipping Conference was held in the Foreign Office, under the chairmanship of Mr. Lloyd-George. It was a remarkable conference in many ways, and it included representatives of the United Kingdom, the Commonwealth of Australia, and New Zealand. The British representatives were able to speak authoritatively for British Shipowners and British seamen. During many successive sittings, the delegates who were present considered the subject of merchant shipping legislation in all its bearings. Naturally enough, the question of manning was discussed at great length, and finally this resolution was carried unanimously: "No ship shall be deemed seaworthy unless she is in a fit state as to number and qualification of crew, including officers, to encounter the ordinary perils of the voyage then entered upon."

The significant thing about the protracted debate which culminated in the unanimous adoption of this resolution was that everybody accepted the principle of a manning scale, and conceded that in connection with such a scale the existing powers that were vested in the Board of Trade under the law as it stands were definite and far-reaching. Mr. Lloyd-George was clear and emphatic on this last point. Here are a few of his assertions: "I think our powers are wide enough, even if we wish to impose a scale. I say this because I do not doubt it at all." "We can issue any instructions we like to our surveyors. We can impose a scale. We can say you must consider ships which have not got a certain number of men as unsafe. It strikes me that we have very full powers without any legislation at all. There is no doubt about it." "We have the power without going to Parliament at all." This claim, that it was within the province of the Board of Trade to frame a manning scale without any further authority from Parliament, was indorsed by Captain Chalmers, the Nautical Adviser to the Board. Speaking on behalf of the shipowners, Mr. Norman Hill said: "We admit that full and efficient manning is necessary to seaworthiness." Now it is fair to assume that if Parliament put certain powers in the hands of the Board of Trade, it was fully intended that those powers should be used, and not allowed to lie in abeyance and become rusty. Clearly, therefore, it is the paramount duty of the Board to carry into effect the intentions and directions of Parliament. The bold assertion, by its president, of the Board's competence to establish and enforce a comprehensive manning scheme opened out new possibilities. Why waste time and energy in seeking opportunities to ask Parliament to do what the Board of Trade was already empowered to do?

* * * * *

When a short cut can be taken with safety, it is only a simpleton who would dream of going useless miles around. It was on this

principle that the deputation acted which waited on Mr. Lloyd-George on the 28th ult. The course that lay before Mr. Havelock Wilson, M. P., Mr. Alexander Wilkie, M. P., Alderman Jenkins, M. P., and the other speakers, was a direct and simple one. It was to make plain to the president of the Board of Trade, in the first place, that the existing conditions on board ship imposed cruel hardships in all departments of service, and then, in the next place, to induce him to give administrative effect to his own clear declarations at the Colonial Conference. On the first point, Mr. Wilson's ghastly record of what had occurred in the stokehold of one Atlantic liner was all that was needed. As to the second point, Mr. Lloyd-George showed every disposition to act in the spirit of his own words. He willingly accepted Mr. Wilson's proposal that the manning problem should be referred to the Advisory Committee to the Board of Trade, a committee which was appointed as a consequence of the Merchant Shipping Act of 1906. On this Advisory Committee sailors and firemen, as well as shipowners, are already represented, and it is within the power of the board to co-opt representatives of other bodies of labor which have a living interest in the question at issue. There is now room to hope that the Advisory Committee will find a practical and adequate way of settling at last the problem of a satisfactory manning scale for the British Mercantile Marine.—The Seaman, London, Eng.

INSURANCE IN CAPE COLONY.

Counsul-General J. G. Lay, of Cape Town, in forwarding a copy of the insurance returns for the colony of the Cape of Good Hope for the year ended December 31, 1905, and in part for the year 1906, reviews the results of the operations of American companies there, as follows:

The returns give some interesting figures concerning life insurance in Cape Colony. In spite of the trade stagnation and commercial depression there has been an increase in sums assured by all companies during the past year of nearly £1,000,000 sterling (£=\$4.86). The companies chiefly responsible for this increase are the South African Mutual (£590,000), New York Life (£108,000), and the Norwich Union (£106,000). The other two American companies, the Equitable and the Mutual Life of New York, show a decrease in their business in this country of £60,000 and £73,500, respectively. It is also interesting to note that Cape Colony has an average sum assured per head of population of about £32, which is possibly exceeded by no other country except New Zealand.

[The official report may be secured for examination from the Bureau of Manufactures.]

In his report for the quarter ending September 30 the fishery officer for the North-eastern District states that he received one marked crab during the quarter. It was captured at Boddin, close to Montrose, Scotland. It had traveled from four miles north of Scarborough Castle, a distance of about 155 miles, in 869 days. Unless the crab had a lift on the way from some sportive person, it must on the average have crawled not less than 500 yards a day.—Westminster Gazette.

Labor News.

President Roosevelt on January 31 sent a message to Congress strongly urging the passage of employers-liability and anti-injunction legislation.

Notices were posted on January 30 calling to work on February 1 800 employees of the Pennsylvania Railroad shops in Harrisburg, Pa. The men have been idle for some time.

The Alpha Portland Cement Company of Easton, Pa., announced that on February 1 it will close its three mills, the largest in the vast cement belt. Nearly 1500 men will be thrown out of work.

A strike of section hands on the Tonopah and Goldfield and the Las Vegas and Tonopah railroads, in Nevada, because of a reduction in wages from \$4 to \$3 for a day of eight hours took place on January 20.

Plans have been completed for increasing the new plant of the American Tin Can Company at Newcastle, Pa., to three times its present size. The new plans provide an increase in the number of employees to about 4500.

It is expected that the strike at the Coal Creek mine of the Crow's Nest Pass Coal Company's properties at Fernie, B. C., will not last many more days, as the question at issue will come before an arbitration board on February 10.

The Wheeling (W. Va.) Steel and Iron Company is preparing for immediate resumption of work in the steel and tube departments of the big plant in Benwood. The former will probably start February 9th. Nearly 2000 men will be employed.

The affairs of the Commonwealth Trust and Savings Bank, of Chicago, Ill., an institution organized two years ago as a strictly union labor bank, are to be wound up and the corporation dissolved. The experiment has cost the stockholders about \$6000.

An extra dividend of approximately 65 per cent will be paid the employees of the United States Steel Corporation who subscribed for stock in 1903 under the profit-sharing plan devised by George W. Perkins. It is estimated that about 10,000 employees will be benefited by the extra disbursement.

It is reported that President Roosevelt contemplates sending to Congress very soon a message making recommendations for remedial legislation in the matter of the Employer's Liability Act and which will meet the objections of the Supreme Court in its recent decision declaring the law unconstitutional.

A favorable report on the Townsend Arbitration bill was authorized on January 31 by the House Committee on Interstate and Foreign Commerce. The bill provides for the appointment by the President of a commission to investigate each dispute between capital and labor of such magnitude as to interfere with interstate traffic, general commerce, Federal business, etc.

United States Senator Gore on January 30 introduced a bill prohibiting the granting of restraining orders by Federal courts in cases between employer and employee, unless it is necessary to prevent irreparable injury to the property rights of the party making the application. The bill also provides that no agreement between employees can be held by a court as a conspiracy unless property rights are endangered.

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INFORMATION WANTED.

August Schroder and Emil Albrecht, natives of Germany, are inquired for. Address, Coast Seamen's Journal.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Henry or Heinrich Freerks, a native of Bremen, Germany, aged about 21, left the U. S. Revenue Cutter Grant, on Nov. 2, 1906, at Port Townsend, Wash., and has not been heard from since, is inquired for by his sister. Address, Coast Seamen's Journal.

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Ahlestedt, And. Jorgensen, H. -1925
Akesson, H. J. Jorgensen, Olaf
Alfson, K. Johanson, J. F. -1462
Andersen, E. -1149 Johansen, O. K.
Andreassen, O. S. Johnson, H. L.
Anderson, Victor Karlson, Oscar
Anderson, L. T. -735 Karlson, Victor
Anderson, Aug. Kalning, Jacob
Anderson, H. M. Kammer, A.
Andersen, A. -1520 Kelder, Edmund
Andersen, Chas. Khabetzer, F.
Anderson, O. -1531 Klæsson, Karl
Andersen, Andrew Klahn, Chas.
Andersen, Olaf Koppen, B. O.
Andersen, O. L. Kristoffersen, Emil
Andersen, Eskil Kristiansen, Gustav
Anderson, J. -1514 Kuschel, V. J.
Andersen, Gus Kummerlowe, O.
Anderscn, J. -1492 Kuselue, Pete
Anderson, Axel P. Lain, M.
Andersen, C. -925 Larsen, Hans
Asplund, E. Lacey, T. E.
Austin, M. M. Larsen, C. J.
Barwa, D. Larsen, C. -1932
Bade, A. Larsen, D. -1947
Barry, M. Laix, U. E.
Benghsen, I. Larsen, F. -1098
Behrsin, J. Langvort, C.
Becklan, J. Lange, C.
Benson, J. E. -1454 Lauritsen, L.
Becker, Joe Larsen, A. L.
Beckler, Joseph Larsen, H. -1199
Bhom, Adolf Leonhart, Alf.
Billington, M. Lersten, J.
Birkilund, R. Lewis, Geo.
Blomquist, Ilugo Les, Oscar
Bohman, Eric Linden, H. Van
Bohman, W. -630 Lindman, H. A.
Brander, W. Lindberg, Johannes
Brodin, J. Lindberg, John
Brow, Frank Lindberg, Aug.
Campbell, Geo. Lind, Gust.
Carlson, C. Lockey, Harry
Carlson, A. M. Loterus, M. P.
Carlson, A. Lortsen, J.
Capella, H. Lundquist, A. -1352
Carlson, Jacob Luby, R. A.
Cashineyia, Manuel Luby, W.
Cameron, Fred Lund, H. C.
Corl, V. Lysell, Geo.
Cella, Ed. Mason, S.
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Christensen, Einar Masterson, D.
Christiansen, P. Markman, H.
Christiansen, Fred. Meheut, Joe
Christensen, Otto McSweeney, M.
Christoffersen, And. McKenna, P. J.
Charleson, M. McAdam, J.
Christensen, J. -965 Mitchell, C.
Clarkson, C. Mikileit, E.
Courtney, Alf. Mortensen, J.
Colby, Ernest Morris, E.
Cortes, P. Morse, Ben
Crentan, Louis Murphy, R.
Curran, Nicholas Nass, Axel
D. R. F. No. 4 Neilson, E. -126
Danielsen, Ernst Nilson, S. -731
Daniels, J. H. Newman, John
Danecks, C. Nilson, C. J. -885
Dobell, E. Nilson, M. -857
Doose, W. Nilson, Nils. -827
Eduardsen, J. -431 Nilson, K. E.
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Edelman, Gunnar Norris, J. E.
Ehmke, W. Nordenberg, J.
Eklund, P. H. Nyberg, Eric
Ekholm, Elgins Nyhagen, Jullus
Ellingsen, P. -568 Nygren, B.
Elwood, Alf. Odley, H. S.
Elstad, John Olsen, Thor.
Emanuelson, L. Olsen, C. O. -705
Engelhardt, Edw. Olsen, Albert
Eriksen, A. Olsen, H. J.
Eriksen, Olav Olsson, Otto
Erikson, Allen Olsen, Harry
Eskola, H. Olsen, Christ
Evensen, Arnt Olsen, Anton
Evensen, E. -551 Olson, G. E.
Feldjl, J. A. Osses, A.
Flitzgerald, H. Osterholm, G. W.
Flynn, J. P. Owens, J. H.
Forslund, Wilcher Pankhurst, Thos.
Follon, Thomas Palmer, J. H.
Franken, C. Paulson, O. -1183
Frankenberg, V. Paulson, Paul
Frisland, Chas. Pederson, Anton
Fyhn, A. Pederson, K. -980
Gad, Vincent Pederson, T. A.
Garten, Olaf Peterson, M. -908
Gabrielson, Gust. Polson, Carl
Gartsson, F. J. Polge, Louis
Garbers, H. Pritch, Frank
Gamber, Jas. Quade, P.
Gad, Christ Quetscke, R.
Gelsler, Johannes Rasmussen, R. -525
Gurstrom, F. Rasmussen, Fred
Gundersen, Andreas Reinleik, H.
Gustafson, Rall Raymond, L.
Gustafsen, A. W. -700 Reimann, Chas.
Gunther, Richard Richardsen, H. -597
Hagen, Chas. Rose, W. H.
Hansen, Karl Rimmel, Anders
Hansen, H. C. F. Rydquist, Chas.
Hardy, W. -606 Sampson, C.
Halberg, Oscar Sande, A.
Hanson, W. -1620 Sauer, C.
Hanson, Maurice Samuelson, A. M.
Hayden, Albert Samuels, J.
Halversen, E. Scott, E. G.
Hagman, H. Schubert, Max
Hakonen, G. Schuberger, F.
Hawkes, W. J. Scherlau, Rob.
Hansen, Ole T. Schmit, F.
Henninge, S. J. Schafer, Paul
Hermansen, Frantz Schultz, W.
Hilgesen, H. Schulze, Aug.
Herre, Edmond Schellin, Chr.
Heggerson Louis Seddon, R.
Hovdi, Paul Shannon, H. C.
Holm, John Silmosen, B.
Hoygaard, T. S. Silvertsen, Anton
Holmes, T. A. Silvertsen, S. B.
Haglund, R. Siemers, B.
Hofslund, M. B. Smith, Ed.
Iuersen, S. B. Smith, J. A. W.
Jacobson, John A. Smith, Ed.
Jacobson, Hans Soyland, Arthur
Jensen, P. Soderholm, Alaric
Jensen, Ludvik Sovik, C.
Jorgensen, Alfred Soenvecke, A. -1321
Johnson, J. -983 Staff, C.
Johansen, Johannes Stander, A.
Johnson, C. -1592 Stelne, I. L.
Johnson, J. A. -1659
Johansen, H. -2126

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Stenmark, J. Wahlstedt, A. R.
Straton, W. Van Wanons, Geo.
Svendsen, S. -1714 Walmer, E.
Sylverson, F. Froberg Walrath, C.
Sysmanti, H. Wahlstrom, A.
Taylor, Ed. Wrrich, P.
Thomassen, R. -2184 Wilson, S.
Tiesing, E. A. Witt, E. S.
Tongerson, K. Wimmer, Geo.
Tomquist, M. Winters, C.
Tuominen, A. Wickblad, O.
Udley, H. T. Woods, J.
Ustad, J. S. Wylurg, E.
Yonger, O.

Portland, Or., Letter List.

Andersen, F. Lindstrom, Emil
Andersen, Geo. Chr. Larsen, F. -1113
Andersson, A. Lyche, Harris M.
Andersen, S. E. Lindeman, A.
Andreasen, Neis Lang, G.
Bjorkman, Chas. Le Fevre, Louis
Bluhm, Peter Lange, F.
Bauwens, Edemon Lettre, Honore
Benson, John T.-143 Maaack, Hans
Bergh, Edw. Marks, S. W.
Bostrom, Nils A. Nelson, Chas.
Bartels, H. Nilsen, Edwin
Cone, Pierre Nordstrom, Knut O.
Dalton, Thomas H. Nurm, E. W. -865
Dahl, John Nurmnen, J. V.
Eriksen, E. Nilsen, Alf.
Ehlers, Henry Nilsen, C.
Elving, Gust Nelson, Louis
Ellassen, O. E. Nielsen, Jens
Fohvig, John Olsen, John
Fristrom, Ivar O'Malley, John
Goethe, Viktor B. Olsen, Gunval
Giel, Bernherdt Olsson, Gustaf F.
Gustafson, A. Olsson, Emil W.
Henriks, Goss Olson, Albert
Hansen, Hans Ch. Olson, Olaf
Hansen, John Olson, Arthur G.
Hansen, Harold Ordig, Bruno
Hansen, H. Petterson, John
Hansen, George Petterson, Harold
Hanson, Aldan Petterson, Gustaf E.
Haagenen, Martin -1018
Hartman, Karl Petersen, Ed.
Hogen, Bernt Pholmann, Hans
Hesse, Erich Petersen, Paul
Hegan, Paddy Rasmussen, Adolph
Hansen, Geo. J.-1267 Rosbach, Walter
Henriksen, P. Raetz, Aug.
Hendriksen, Adolf Rosenvold, Isak
Ivers, John Russell, Ed.
Jakobsen, Ole Selander, Gus.
Jacobson, John Staaf, Louis
Jansen, Haral L. Smith, Max
Johannessen, Hans Sepala, T.
Jensen, Hans Schmidt, Fritz
Janson, Oscar Swesedsen, Carl
Jonsson, C. A. Tyrholm, Johan
Jahnke, Arthur Thomson, John
Johnson, Andrew Tornbeck, R.
Johansen, F. B. Vincent, Joseph
Johanson, A. J. Viebrock, Chas. H.
Kristoffersen, Emil Werner, O.
Kaderhecht, Alf Wilsen, Anders
Karlsson, A. M. Waltner, M.
Knoppf, Fritz

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every dollar's worth before commencing to remodel the store, and the arrival of
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Pt. Townsend Letter List.

Enchom, Carl R. Larsen, Anton
Eliassen, C. E. Larsen, L. K.
Evans, Stanley McLennan, Donald
Grew, Jorgen Olsen, Alfred
Heine, C. Stachenssen, C
Helmis, William Syvertsen, Syvaret
Hartman, Karl Sande, Anton
Knoppf, Fritz Tugland, Karl

Home News.

The North Carolina Senate on Jan-
uary 24 passed the bill providing for
a State election on prohibition on
August 1 next.

Director North of the Census Bu-
reau has asked the House Committee
on Census for an appropriation of
\$14,000,000 to defray the cost of tak-
ing the Census of the United States
for 1910.

The Michigan Constitutional Con-
vention Committee at Lansing on
January 22 unanimously reported out
a proposal granting woman suffrage,
with a recommendation that it be
passed.

President W. L. Bochemohle of the
suspended Bank of Ellinwood of Ell-
inwood, Kas., was arrested on January
21, charged with having sworn falsely
in a report of the bank's condition
last month.

It is officially announced that Wil-
liam D. Haywood, recently acquitted
on the charge of complicity in the
murder of ex-Governor Steunenberg,
of Idaho, will be the Socialist nominee
for President of the United States in
the coming national elections.

President John E. Gidding, Cashier
E. J. Smith and Assistant Cashier C.
W. Barkley, Jr. of the defunct State
Bank of Rocky Ford, Col., were ar-
rested on January 20, charged with
accepting deposits after they knew
the institution was insolvent.

Judge Dana in the Shawnee county
District Court, at Topeka, Kas., on
January 18, assessed a fine of \$12,600
against the International Harvester
Company, which the Court found
guilty on forty-three counts of violat-
ing the Kansas Anti-Trust law.

The 2-cent railroad fare now in
force in Pennsylvania has been de-
clared unconstitutional by the State
Supreme Court, which handed down
an opinion affirming the decision of
the Common Pleas Court of Phila-
delphia, rendered last September. The
vote of the Court was four to three.

Japanese Consul Saito, at Honolulu,
T. H., has received a cablegram
from Foreign Minister Hayashi noti-
fying him that beginning February 1
the only Japanese laborers who will
be permitted to emigrate to Hawaii
are those who are returning there and
who are immediate relatives of those
already there.

The monthly statement of the col-
lections of internal revenue shows for
the month of December, 1907, a de-
crease in the receipts as compared
with December, 1906, of \$2,418,277.
For the six months of the fiscal year
the decrease, as compared with the
corresponding period of 1906, was
\$4,300,510.

The rush of immigrants to return
to Europe keeps up and the figures
for January will show an enormous
increase over the same month last
year. Already in seventeen days 30-
056 steerage passengers have left New
York, as against 9476 last year. Dur-
ing the same period this year only
7138 steerage passengers have arrived
at that port.

The accident bulletin just issued by
the Interstate Commerce Commission
covering the months of July, August
and September, 1907, shows that the
number of casualties on railroads dur-
ing that quarterly period were 23,063,
including 1339 killed and 21,724 in-
jured. This is an increase of 157 in the
number killed and 3056 in the number
injured as compared with the corre-
sponding period of 1906.

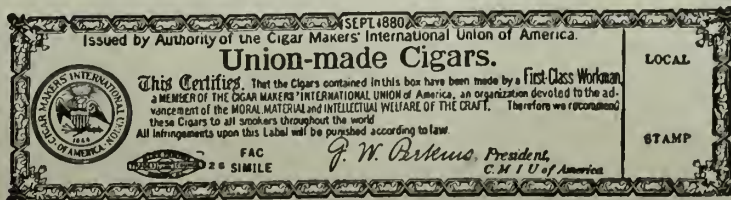
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News from Abroad.

The steamer Ascam Woermann, from Hamburg, went on the rocks off Grand Bassa, Liberia, on January 17, and is a total loss. The crew were saved.

The Japanese budget, laid before the leaders of the Diet, provides for increased taxes on alcoholic beverages, sugar and petroleum, and estimates receipts at \$355,520,000 and expenditures at \$307,975,000.

Rodriguez San Pedro, Spanish Minister of Education, has introduced a bill in Parliament prohibiting the exportation from Spain of works of art unless such exportation is authorized by the Government.

Dr. Leander Starr Jameson, Premier and Secretary for Native Affairs of Cape Colony, has resigned as a result of the defeat of his party in the Cape Colony Parliamentary elections, which are now in progress.

Count Von Kanitz, speaking before the German Reichstag, declared President Roosevelt responsible for the critical financial situation existing throughout the world because of his "threats against the trusts."

Promoters of the movement for the abolition of the ideograph and the substitution of Roman letters in the written and printed language of Japan are enlisting the aid of many persons prominent in literature and business.

The formal opening of the big meat packing plant of the Mexican National Packing Company, a British concern, situated at Uruapan, Mexico, took place on January 18. More than \$2,000,000 has been expended in its erection.

The Portuguese Minister of Justice has asked the signature of King Carlos to a decree authorizing the adoption of severe measures of repression. Such steps are considered necessary by the Cabinet for the preservation of public order.

The German Government's naval program, embracing estimates of expenditures of more than \$100,000,000 annually for ten years, passed the second reading in the Reichstag on January 29, only the Socialists and Poles opposing it.

The correspondent of the London Daily Mail at Durban announces that the Standard Oil Company has acquired the South African trading interests of the Shell Transport and Trading Company, Limited, thus establishing a monopoly in South Africa.

The Chilean Congress has passed a bill authorizing the President to make contracts for a railroad running north and south. The bill limits immediate expenditures to about \$37,500,000, but it is intended that the road eventually will be extended to the northern and southern frontiers.

The statistics of the world's ship-building in 1907 just issued by Lloyd's Register, shows a total output of mercantile tonnage by the United Kingdom of 1,742,365, being a decrease of 220,000 tons as compared with 1906, which was the highest on record. The foreign output in 1907 increased by nearly 80,000 tons.

General Smuts, the Transvaal Colonial Secretary, has warned the Natal Government that if the continued immigration of Indians was permitted, the rest of South Africa would have to take firm action and proffer advice to Natal in the strongest terms. Otherwise, he said, the immigration of Asiatics would soon overrun the whole of South Africa.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aarnio, John E.	Andersen, Oscar
Abolin, K.	Anderson, Johan O.
Abrahamson, As.	Anderson, Frank
Adamson, C. A.	Anderson, Johan E.
Adams, J.	Anderson, -934
Ahlborg, R. W.	Anderson, Gus
Ahnstrom, Axel	Anderson, Sven H.
Aken, Emil	Anderson, -1232
Akelsen, Gus	Anderson, F. M.
Aihgvis, F.	Anderson, -1233
Alksne, August	Anderson, -1463
Allen, James	Anderson, -1391
Amundsen, Daniel	Anderson, -1541
Amundsen, Martin	Anderson, Edward
Andersen, Bernhardt	Anderson, Tom
Andersen, Olaf	Andersson, Emil
Andersen, Johannes	Andersson, -1060
Andersen, Gerhard	Andersson, -1109
Andersen, -1420	Andersson, -1323
Andersen, Kristian	Andersson, -1365
Andersen, A. C.	Andersson, -1481
Andersen, -623	Anfindsen, Otto
Andersen, -1073	Appelgren, John
Andersen, Geo.	
Bade, Alex	Blair, Francis
Bacann, V.	Blom, Nils
Barney, Harry	Bolas, Peder
Bartels, Herman	Bolcs, Wm.
Basberg, Hans H.	Bojesen, P. A.
Beansang, Eugene	Bokman, Gus
Bechler, Josef	Borresen, Niels
Beer, Franklin H.	Bourbigous, L.
Beling, O.	Bower, Gus.
Bengtsson, J.	Boylan, C. J.
Bensson, -986	Brandenberg, A.
Benthien, Julius	Brandt, Fred
Berentsen, Oskar	Brann, Wm.
Berg, A. C.	Brecht, Th.
Berglund, -1593	Bredberg, Henrik
Bergquist, Stanley	Bredesen, Johan
Bergstrom, C. E.	Bregler, Fred
Bernert, F.	Brellin, A. E.
Bertenson, Peter	Brumlinger, P.
Berthensen, HJ.	Bruun, Chr.
Bickel, Leonard	Buass, Thos.
Bjerrgaard, Chr.	Burgwardt, R.
Bjork, Algot	Burke, Simon F.
Bjorklund, Eric	Burke, James
Black, John	Burnmeister, S.
Cain, Fred D.	Christensen, Mads
Cameron, H.	Christensen, O.
Carlsen, Hans	Christensen, Chr.
Carlson, Edw.	Christensen, Peter
Carlson, M. A.	Christensen, J. M.
Carlson, Leonard	Christensen, -1126
Carlson, Ernst	Christiansen, S.
Carlson, -861	Christiansen, HJ.
Carlstrom, A.	Christoffersen, Chr.
Carron, Eddie	Clough, H.
Castro, Lucas	Clyde, H. R.
Chambers, A. G.	Colbensen, Alf.
Choate, Fred	Cowd, C.
Christensen-1065	Cox, H. E.
Dahl, Olaf	Dempsey, Thomas
Dahlbeck, John C.	Dennis, G. R.
Dahlman, J. A.	De Jong, -576
Daley, W. C.	De Vries, A.
Danenberg, Rudolf	Diez, Harry
Danielsen, Sigurd	Dixon, John
Danskulan, Hy	Dixon, H.
Daugul, G.	Domnick, H.
Day, H. E.	Doose, W.
De Baere, Henry	Dorles, H.
Debreitt, Lewis E.	
Easton, R. W.	Ellsen, Fred
Edler, Carl	Engberg, A.
Edlund, J. A.	Engblom, John
Eddy, Geo.	Eriksen, -513
Ehrman, D.	Eriksen, Emanuel
Eklund, Sigurd	Eriksen, Karl H.
Eklund, John	Esnault, Geo.
Elnu, August	Eugene, J.
Ellesfen, M.	
Falck, Axel	Fossee, Johan M.
Fasse, Johan	Foss, L. Larritz
Faulkner, John E.	Foy, Sam
Fercula, John	Fransen, Gotthard
Ferne, O.	Fransson, Frank G.
Fiedler, Max	Froise, Johannes
Fisher, Arthur	Frose, Elias
Follis, George	Frost, Hans
Forsman, F.	Frouen, Alfred
Gabrielsen, Knud	Gray, Alex.
Gad, Sophus	Grohdahl, A.
Gahmeyer, H. R.	Gundersen, Chr.
Gallis, Groner	Gundersen, Servin
Gardell, Chris	Gunnar, C.
Garland, Henry	Gunnarsson, Geo.
Gartz, Wm.	Gustafsson, A. F.
Gerhard, F.	Guthre, Raymond
Graff, Edward	Guzek, Bernhard
Grander, Oscar	
Haaagensen, M.	Hassal, S. G.
Haakonson, H.	Hassenzitter, Carl
Haldersen, Herman	Hawkins, M.
Hallstrom, J. E.	Helcke, Paul
Halvorsen, A.	Hemming, L.
Halvorsen, Olaf	Hesterberg, Max
Halvorsen, -1418	Hetebrugge, W.
Hammargren, Oscar	Holmberg, Chas.
Hammarsen, Oscar	Henriksen, Herman
Hampel, Wm.	Heren, P. O.
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Hansen, -1837	Hilde, Herman
Hansen, Harold O.	Hill, Gus.
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Hansen, -963	Hjorth, Knud
Hansen-1729	Hjorthman, Albert
Hansen, Hans	Hohn, John
Hansen, Johan M.	Holland, E. Scott
Hansen, J. P.	Holt, Karl C.
Hansen, Otto W.	Holm, Hjalmar
Hansen, Peter K.	Holmen, -1767
Hansen, -1638	Holmquist, E. G.
Hansen, -1786	Honeman, H.
Harbeck, J.	Hore, Alick
Harmening, Fritz	Hubscher, W.
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Ingenmorsen, -132	Isacson, G.
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Jacob, -1898	Jensen, C.
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Jacobsen, T.	Jensen, Karl E.
Janson, Knut A.	Jensen, C. E.
Jansson, Chas. A.	Jensen, -1326
Jarvie, W.	Jensen, M.
Jaspersen, Martin	Johansen, Oskar
Jensen, Johan A.	Johansen, J. A.

Johansen, -1705	Johansson, W. F.
Johansen, -1592	John, St.
Johansen, Algot	Johnsen, Peter
Johansen, -18.6	Johnsen, Andreas
Johansen-2126	Johnson, J. E.
Johansen, -1216	Johnson, Mathias
Johansen, Hendrik	Johnson, -1451
Johanson, Joakim	Johnson, Frank
Johanson, Emil	Johnson, Knut
Johannessen, F.	Johnson, N. G.
Johannessen, -1487	Jordt, -1737
Johannessen, -1562	Jorgensen, H.
Johannessen, J. E.	Jurgensen, -1925
Kane, G.	Kirstein, Carl
Kans, F.	Kittelsen, Chr. Th.
Kask, Robert	Klausen, Karl
Karlson, -388	Klintberg, Fritz
Karlson, Nestor	Knudsen, Lars
Karlsson, -1044	Koop, John
Karlsson, Karl W.	Koren, Erik
Karvonen, Lars	Kotcharin, J.
Kaskinen, -750	Kruebedahl, Peter
Kavel, Johan	Kristensen, Hans
Kelley, James	Kristensen, -1090
Kerche, August	Kruze, Edward
Kiel, P.	
Lahr, Otto	Lewald, Harry
Lane, Leland	Liedtke, Bernard
Lang, Gus	Linde, Bartel
Lange, Fritz	Linde, O. B.
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Lankewiz, E.	Linder, G.
Lankowski, Karl	Lindholm, B.
Lantz, Gus	Lindholm, Arvid
Larsen, -1288	Lindrath, -1189
Larsen, Lars	Lindross, Oscar
Larsen, -1290	Ljunggren, Johan
Larsen, -1255	Loback, Fritz
Larsen, -1271	Lorenz, C. L.
Larsen, -1453	Losada, Joseph
Larsen, Thorwald	Loven, Paul
Larsen, -1098	Lowe, M.
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Larsen, Th.	Lund, H. K.
Lawberg, A.	Lundberg, Carry
Lee, H. W.	Lundblad, Ernst
Lelno, G. F.	Lundin, Fred
Lejeon, Harry	Lundin, -1054
Leonecke, August	Lysoe, H.
Letsten, J. C.	
Maas, Rudolf	McAlpin, D.
Mackenzie, Duncan	McKenzie, Duncan
Mackrodt, Jonny	Meetz, Henry
Madsen, -1593	Melander, Carl
M. G.	Melart, Rolf
Maki, Ivar	Mersman, A.
Mancilla, Pedro	Meyers, Herman
Mangels, Carl	Michaelsen, H.
Mansfield, Jack	Mickelson, Ch.
Mansson, S.	Mickelson, -1105
Markman, Harry	Mikkelsen, -710
Martinsen, Nils	Mikkelsen, Peter
Martin, John	Monson, Sven
Martinsen, Al.	Moren, H. E.
Martinsen, Olaf	Mordelles, Jean
Mattson, -1657	Morris, -404
Mattson, K. J.	Mundt, C.
Mayers, P. M.	Musch, Carl
Mayes, Yoel	Myer, Thomas
Nelsen, B. P.	Nilsen, Ole Emil
Nilsen, John N.	Nilsen, Martin
Nelson, Carl F.	Nilsen, N. A.
Nelson, C. M.	Nilson, Oscar
Nelson, John	Nilsson, Axel
Nelsen, Daniel	Nilsson, -772
Nelsson, A.	Noack, H.
Ness, Ed.	Nor, Chas.
Newman, J.	Nord, G. L. C.
Nielsen, -754	Nordenberg, Alf
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Nielsen, Pete	Norman, H.
Nielsen, Otto	Norris, N. A.
Nielsen, Gustave	Norve, Olav J.
Nielsen, -884	Nyberg, Osear
Nilsen, Anders	
Oesterling, Emil	Olsen, Osvall
Oest, Fred	Olsen, Soren
Ohlson, Bertel	Olsen, -909
Olsen, Elias	Olsen, Olaf
Olsen, -542	Olsen, Albin
Olsen, -941	Olsson, Barthel
Olsen, Emil M.	Olsson, W.
Olsen, Jorgen	Olsson, C. B.
Olsen, Paulus	Olsson, Carl
Olsen, -1020	Orchard, H.
Olsen, O. B.	Orchard, Sam
Olsen, A.	Osell, Oscar
Olsen, -807	Ottorn, Axel
Olsen, Geo. A.	Otterson, Harry
Olsen, Olaf S.	
Pache, Paul	Petersen, N. P.
Pankhurst, Thos.	Petersen, -1154
Paulsen, -920	Peterson, Alfred
Paulsen, Einar	Peterson, Martin
Payne, R.	Peterson, -1246
Parsson, -832	Peterson, -1019
Parsson, John S.	Peterson, -1235
Pedersen, N. B.	Peterson, -645
Pedersen, A.	Peterson, -1223
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Wilford Lawton Easterbrook is in-
quired for by his mother. Any one
knowing his present whereabouts
please notify Mrs. Nettie L. Easter-
brook, 146 East 26th street, Portland,
Ore.

Christian Pettersen, a native of
Larvik, Norway, aged 22, last heard
of on the steamer J. D. Marshall, on
the Great Lakes, in July, 1907, is in-
quired for. Address, Olaf M. Han-
sen, Lake Seamen's Union, 143 W.
Madison street, Chicago, Ill.

Herman Schmidt, No. 1767, age 23,
a native of Germany, supposed to be
sailing on the Pacific Coast, is re-
quested to communicate with his
mother, Mrs. G. Schmidt, Hamburg,
St. Pauli, 29 Cophien-str., where im-
portant news is awaiting him.

John Shallow, who was lately em-
ployed on a steamer running between
San Francisco and Manila, has be-
come the heir to an estate and is in-
quired for. Anyone knowing his pres-
ent whereabouts, please address Coast
Seamen's Journal.

Carl Alfred Anderson, aged about
50, and Johan Bernard Anderson, aged
about 47, natives of Halmstad, Swe-
den, last heard from at San Francisco
16 years ago, are inquired for by their
brother, B. A. Anderson, 310 Richland
avenue, San Francisco.

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Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

Reier Gunderson is inquired for by
his brother, Borre Christian Gunder-
son. Address Sailors' Union, 44-46
East street, San Francisco.

Bror Henry Wilhelm Clausen, a
native of Doderhults, Forsamlin, Swe-
den, born 1880, is inquired for. Ad-
dress, Coast Seamen's Journal.

August Martell, a native of Finland,
aged about 47, last heard of on the
Pacific Coast about 15 years ago, is
inquired for by his brother. Address,
Coast Seamen's Journal.

Fred Thompson, a native of Goten-
burg, Sweden, aged about 42, last
heard of on the Pacific Coast in 1893,
is inquired for by his brother, Charles
Hallen, 500 Fifth avenue, New York
City.

Ivar Walter Lindblom, native of
Finland, last heard of at Ketchikan,
Alaska, about a year ago, is inquired
for by his parents, also by his brother
Albert. Address, 696 Fulton, or Car-
penters' Union No. 22, San Francisco,
Cal.

H. Wilson, M. P., President of the
National Sailors' and Firemen's Union
of Great Britain and Ireland, desires
to ascertain the whereabouts of one
John R. Russel, who was one of the
crew of the British steamer "St. Hel-
ena" at the time of his imprisonment
in Hongkong. The above has £180 in
trust for the latter. Address Have-
lock Wilson, M. P., Maritime Hall,
West India Dock Road, London, Eng-
land.

World's Workers.

Chinamen residents in Wellington,
New Zealand, have formed a union
for their mutual protection.

The wages of the Durham miners
in England are now 52¼ per cent
above the standard of 1879, thanks
to their union.

According to the Chief Inspector
of Factories in England, lead poison-
ing among women and girls employed
in china factories is on the increase.

By a vote of 2154 to 891, the em-
ployees of the railway workshops in
New Zealand have rejected a pro-
posal to register under the Arbitra-
tion Act.

The New South Wales labor con-
ference has rejected a resolution in
favor of socializing all means of pro-
duction, distribution and exchange.
The vote stood 118 to 27.

The Melbourne (Victoria) Bakers'
Union has resolved that if any of its
members are victimized within the
next six months for taking part in the
late strike, the remaining men in the
shop will take a holiday until their
victimized mate is reinstated.

During the present month Arthur
James Burrows, publisher of the Tai-
hupo Post, was fined £1 with £2 2s.
costs, for publishing an article calcu-
lated to prejudicially affect an indus-
trial dispute before the Arbitration
Court at Wellington, New Zealand.

The result of the New South Wales
Government inquiry regarding the
safety or otherwise of working elec-
tric coal-cutting machines in portions
of the Heppburn colliery, has fully
justified the action of the miners in
refusing to work there.

J. N. Galbraith, new general man-
ager of the Mexican Central Railroad,
has issued a formal notice that pro-
hibition among all employees will be
strictly enforced. All drinking men
will be discharged. It is the first
railroad in Mexico to take this step.

The delegates to the conference of
the Labor party, in session at Hull,
Eng., on January 22, passed a motion
declaring Socialism to be the definite
objective of the party. Delegates
representing over half a million mem-
bers of the party advocated this reso-
lution.

Having satisfied himself that a cer-
tain class of bottle-makers could not be
obtained either in Australia or Great
Britain, Premier Deakin has granted
permission to a Melbourne firm to im-
port 12 German workmen, provided
they are paid Australian rates of
wages.

The Melbourne (Victoria) Trades
Hall Council recently decided to de-
cline to accede to a proposal eman-
ating from the Council of Churches,
that a conference of the representa-
tives of both councils be held to con-
sider the best means of bringing the
churches and labor together.

There will be no lockout of the
Manchester cotton operatives. The
employers insisted on the acceptance
of their terms and to these the men
are said to have agreed. This under-
standing averts at the eleventh hour
the great lockout which would have
commenced on January 25.

The International Transport Work-
ers' Federation continues to spread all
over the globe, including as it does
organized labor of all nationalities.
The most recent affiliations are the
Dock Workers' and River Sailors'
Union of Finland, the Seamen's
Union of Antwerp, the Railwaymen's
Society of Denmark, and the Railway-
men's Union of Bulgaria.

With the Wits.

Mean Thing.—Belle—"Yes; I am single entirely from choice."
 Pearl—"Whose choice?" Philadelphia Inquirer.

They Will Do It.—"I thought you turned over a new leaf."
 "Well, the darned thing blew back."
 —Kansas City Journal.

A Romance in Brief.—"Lovers once, but strangers now," sighed the romantic one.
 "Married?" inquired his practical friend.—Kansas City Journal.

Running Down the Myths.—Mother—"No, dear; there is no such person; Santa Claus is papa."
 Johnny—"Humph; Then which member was Jonah?"—New York Sun.

Always the Way.—He—"I see the first envelope ever made is still in the British Museum."
 She—"Yes, I suppose some woman gave it to her husband to mail and he forgot it!"—Yonkers Statesman.

What Made Her Pause.—Mrs. Dorcas—"When are you going to join our anti-bird-killing society?"
 Mrs. Fadde—"As soon as I can find a hat without feathers that is becoming to me."—Exchange.

The Spot on the Platter.—The Old Gent—"Waiter, what's the matter with this eclair? I can't seem to get it off the plate."

The Colored Gent—"Beg pardon, sah; dat's mah thumb."—Cornell Widow.

Leap Year Ethics.—"A young lady should not waste a young gentleman's time."

"As to how?"
 "By letting him call when she doesn't mean to propose."—Kansas City Journal.

Providing for the Future.—Mike—"O'i'm goin' t' get me loif insured, Pat."

Pat—"Pfwat's thot for?"
 Mike—"So O'i'll have somethin' t' live on afther O'i'm dead, b' gorry."—Chicago News.

Prudence.—"Geraldine," he asked, "would you love me if I were penniless?"

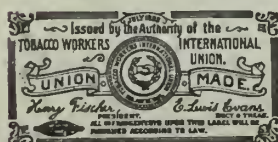
"Of course I would, you silly boy. Why do you ask such a question?"

"A friend of mine has just given me a 'tip' on a sure thing in the stock market, and I wanted to know whether it would be safe for me to take advantage of it."—Chicago Record-Herald.

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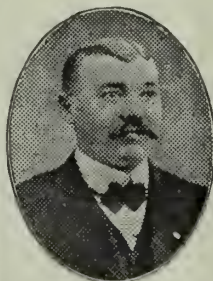
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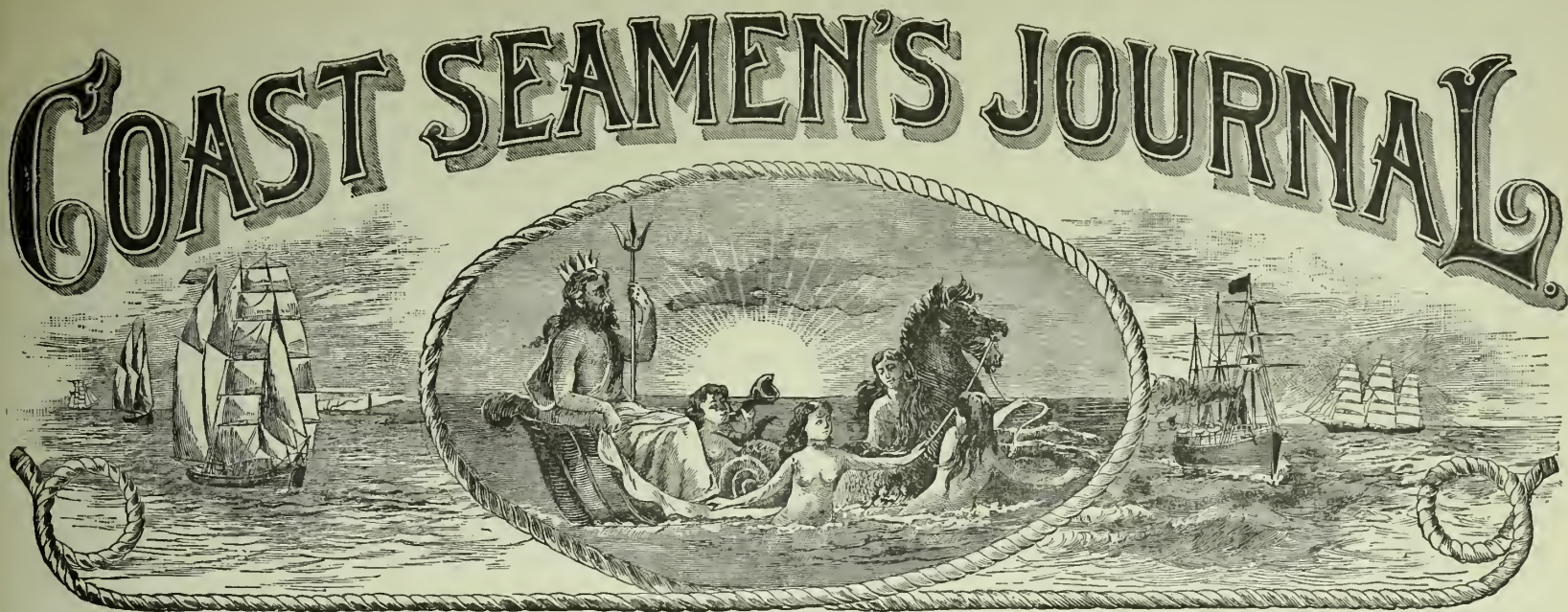
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VOL. XXI, No. 21.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 12, 1908.

Whole No. 1051.

THE BOYCOTT IN HISTORY.

REFERENCE was made in these columns some weeks ago to a recent discussion of the boycott, held under the auspices of the Sons of the American Revolution, in San Francisco. The speakers on the occasion were Alfred E. Holman, editor of the *Argonaut*, of San Francisco, and Walter Macarthur, editor of the *Coast Seamen's Journal*. Mr. George C. Sargent officiated as Toastmaster. Herewith we publish a verbatim report of Mr. Macarthur's remarks:

The President—The Society of the Sons of the American Revolution was organized, as we all know, to commemorate the events of the American Revolution. Those great events have, from time to time, been celebrated by the Society, and their history is now recorded in many interesting and instructive volumes. For the subject of discussion this evening, it has been thought well to draw the attention of our members to the changed conditions between revolutionary days and our own. To that end, the special topic selected is: "The Spirit of Seventy-six and Its Relation to Modern Strikes and Boycotts." It is a question that is interesting at all times. We have been fortunate enough to obtain, as one of our speakers upon the subject, a gentleman who is himself well acquainted with the thought and feeling of those who labor with their hands, and particularly those who go to sea in ships.

I think it would probably be more appropriate for the speaker who will now address you, to introduce me, than for me to introduce him. But there is always a fiction at banquets that the speaker is not known. Therefore, in compliance with the rule, I shall introduce to you, and it is a real pleasure, Mr. Walter Macarthur. (Applause.)

Mr. Macarthur spoke as follows:

Mr. Toastmaster and gentlemen: It occurs to me that it may not be amiss, upon this my first appearance before you, to say a word or two of personal appreciation, not only of the honor conferred upon me by the invitation to address you, but of the significance of the institution known as the California Society, Sons of the American Revolution. I am not a member of the Society, I need hardly remind you. I lacked the necessary foresight to qualify for membership in this body. Had I foreseen events, I would have advised my great-grandfather to emigrate to the Colonies, and I would be here to-night claiming lineal descent from the Fathers of the American Revolution. (Applause.) As it is, gentlemen, I am denied that high privilege.

But I claim a still higher privilege—that of the voluntary selection of the United States, as a place of permanent residence. (Applause.) Although I can not claim membership in this body, by reason of the accident of birth, I do say that if the American Revolution stands for human liberty, as I believe it does, you may count me a Son of the American Revolution. (Applause.) If the spirit of '76 is the spirit of larger liberty, of greater equality, of higher aspirations, and of larger social and political life, then I claim to be imbued with that spirit, to admire it, and to stand ready to defend it and further it at all times. (Applause.)

As our worthy Toastmaster has said, the subject now before us is an important one at all

times, and under all circumstances, but probably more so to the people of San Francisco in this year of nineteen hundred and seven, than to the people of any other city, or of any other time. Some of the institutions of our nation, some of the things that mankind has cherished, made much of, and hopes to make more of, are now on trial here in this city, and much of the hope of the future depends upon the verdict which the people of San Francisco shall render in the case. I do not know of any question that affects more fundamentally the liberties of the people of this or any other community, that goes deeper into the question of social relationship, than the question of the individual liberty of the citizen to work or to quit, to give his patronage or to withhold it, at his or her own supreme pleasure.

I think that upon reflection you will agree with me that that question lies at the very bottom of all other questions affecting human society, and that the issue as to whether our society shall be in essence a free society, or in essence a restricted, if not a servile society, depends very largely upon the degree in which individual liberty, in the respects that I have noted, is guaranteed and preserved.

In discussing the question of "The Spirit of Seventy-six, In Its Relation to Modern Strikes and Boycotts," I desire to be understood as dealing with the matter from a general or abstract point of view, rather than from the point of view of the practical bearings of the subject upon the affairs of our daily life. In other words, it is not my purpose to discuss this question with any particular strike or boycott in mind. I am going to discuss the history of the question, rather than its details or practice. Not that I would admit any inability to successfully defend, or at least to offer a reasonable explanation of some of the things that are going on in our midst; but I do not understand the question now before me as requiring that I shall do so, or even permitting such a mode of treatment.

The question before us, it seems to me, is the question as to how far the strike and boycott are in themselves consistent with the spirit of '76, and not the question as to how far the operation or application of the strike or boycott in the present day, or at any other time, may or may not be consistent with the events of that period.

I wish to have another point understood, if I may, and that is that in considering the consistency or inconsistency of the strike and boycott with the spirit of '76, we are not concerned about the right or wrong of it; we are merely concerned with the question as to whether or not these institutions are in reality consistent with the spirit of '76.

It seems to me, then, that our best mode of reaching an understanding upon the question lies in a reference to the authorities on the subject. If, in a perusal of the history of the pre-Revolutionary period, we can find that the strike and boycott existed, were adopted or applied or recognized in any way, not in name so much as in essence or in fact, then we may reasonably assure ourselves that these institutions are consistent with the spirit that animated the Revolutionary Fathers.

I appreciate fully that this is no time for an attempt at learned disquisition. Postprandial addresses are properly of a light, if not frivolous nature, and the subjects discussed are themselves

frequently light, if not frivolous. But it so happens that upon this occasion you have chosen a serious, if not a heavy subject, and in justice to it I shall be compelled to deal with it in a manner conformable to its essential gravity. I should be the last man in the world, and I speak, I believe, conformably to the disposition of the gentlemen present, to treat a subject of this kind in any other than the most earnest and serious manner. And therefore, gentlemen, I will ask you to indulge me while I refer you briefly to some of the sentiments uttered by the men who made the history and created the spirit of 1776. (Applause.)

You have heard the saying: "Let me write the nation's songs, and I care not who writes its laws." Applying that old saying to the case now before us, we must recognize that if we hope to secure an understanding of the spirit that actuated the people of that time, we must find it in the writings of their representatives and tribunes. It has been remarked by historians of that time, that it produced a very large volume of personal correspondence. The pamphleteer was abroad in the land. He it was who wrote the views and sentiments of the people, ran them off on some little press in Philadelphia, in Boston, or elsewhere, scattered them broadcast throughout the length and breadth of the thirteen Colonies, and inspired the people to the point of throwing off the yoke of despotism. It is in these pamphlets that we must look to find the real spirit that dominated the men and women of that period.

I have brought with me, at great physical sacrifice upon my own part, several unwieldy tomes. I have brought these volumes, not with any idea of reading them to you—that is, not with any idea of reading them all to you—not with any idea of clinching an argument by historical reference, nor with the idea of introducing to your attention any evidence not already in your possession, but simply with the purpose of refreshing my own memory, and assuring myself that I have quoted the history of '76 correctly.

With these few prefatory remarks, let me draw your attention to a work, entitled "The Literary History of the American Revolution," by Tyler. It contains, as you may judge by its title, excerpts from many of the pamphlets and other writings of the period, designed for just such a purpose as we are now undertaking, namely, to cast a light upon the real sentiments that dominated the people of that period.

You are aware, gentlemen, of the immediate causes of the American Revolution. Stated briefly, these were the imposition of taxes upon the American people, and the denial to the Colonists of the right of representation in the body imposing these taxes. An agitation sprang up throughout the land, for the purpose of redressing these evils. Various plans were proposed for the accomplishment of that object, and various theories were propounded concerning the legality or illegality, the constitutionality or unconstitutionality, of the actions of the British Parliament and King. Much of the discussion of that period dealt with the question as to whether or not the British Parliament had or had not a constitutional right to impose the various taxes which the American Colonists resented. Some men said it had; others said it had not. Again, opinions differed as to the method by which the

Colonists might accomplish a reform in their political institutions and secure release from what they conceived to be burdensome conditions imposed upon them by the King and Parliament. I now quote from a pamphlet entitled, "A Few Political Reflections Submitted to the Consideration of the British Colonies by a Citizen of Philadelphia." This pamphlet, along with many others, was written in 1774, just prior to the assembling in Philadelphia of the Continental Congress called by the people of the thirteen Colonies, for the purpose, not necessarily of declaring independence, but of doing whatever might be possible under the circumstances to secure relief from the onerous conditions then prevailing.

The fact that the Continental Congress was about to assemble resulted in a larger activity among the scribes of that date. Numerous pamphlets and addresses were issued for the purpose of influencing or advising the members of the Congress, so that they might act with full knowledge of the sentiments of the people. This pamphlet from a "Citizen of Philadelphia" is one of those writings. The historian remarks as follows concerning that pamphlet:

"The uncommon quality of this writer is shown in the fearless manner in which, while approving of the universal rejection of the tax claim of Parliament, he dares to demand that all measures of opposition shall be both lawful and rational."

In other words, the author of this pamphlet, said to be Richard Wells, insisted that whatever the Continental Congress might do should be lawful and rational. He proceeds then to outline the condition as he understands it, and he admits, as his major premise, the constitutionality of the various taxes imposed upon the Colonists, and proceeds to show what, in his judgment, the Colonists ought to do and still remain within the bounds of law and constitutional procedure. Here is his suggestion:

"The true remedy is to be found among the resources of legitimate and honorable commerce. Here, also, there is one resource which, though in itself just, is not wise, that of an agreement for non-exportation. For, just in proportion as we are faithful to it, we merely hurt ourselves. Nevertheless, the true remedy is a commercial one. It is a general agreement for non-importation, which, if honestly adhered to, would break neither the law nor the peace, and in due time compel the Ministers either to give up their policy or go out of office."

I construe that statement to be in favor of action on the part of the Colonists, which would be tantamount to the levying of a boycott by them upon the products of the British merchant. That sentiment, as you will recall, prevailed to a very large extent, and was put into practice in numerous instances, under the policy of non-importation or proscription, or whatever you may choose to call it.

But this sentiment was by no means unanimous. I do not contend that the idea that the Colonists ought to refuse to consume the products of the mother country was unanimous. There were dissentients; there were men in that day, and they were not all Tories either, who disapproved of the non-exportation and non-importation plans. The historian further remarks:

"We should be only misleading ourselves into a morass of historical error, if we were to overlook the fact that in this season of alarm and earnest consultation, there were many patriotic Americans who gravely challenged the wisdom, even the rectitude, of the chief measures of opposition which, by so many writers, were already pressed upon the attention of the Congress in advance of its meeting."

Here is an excerpt from an address delivered by one of the dissentients:

"In what colors, then, will appear combinations of a large and respectable body of subjects against the supreme power of the community, adopted from the same motives, prescribed by the same rights, and publicly signed in the face of the whole world? For the sake of common humanity, gentlemen, disdain to co-operate with handbills, with newspapers, with the high, menacing resolves of common town meetings. Do not conspire with them to reduce, under the pains and penalties of disgrace and infamy, thousands of your fellow-citizens to the cruel alternative of involving themselves and their wives and children, in indigence and wretchedness, or of being publicly branded and pointed out by the frantic multitude as apostates and traitors to their country."

It is sufficient to say, with reference to the views of those who opposed the policy of non-importation, that these views did not prevail. We know that the policy of non-importation did prevail, and prevail very effectively and very widely and generally; that it was one of the common and popular modes of procedure and methods by which the Colonists sought to secure redress and to express their disapproval in the most effective way, of the methods and attitude assumed toward the Colonists by the mother country.

Let me quote further from the history of this time. This book, which I now quote from, is the "Narrative and Critical History of America." Touching the attitude of the Colonists in the matter of non-importation, we find here the following statement:

"They alarmed British merchants by non-importation and self-denying agreements. When those measures seemed likely to prove ineffectual, they aroused public sentiment through the press, by public gatherings and legislative resolutions, by committees of correspondence between towns and Colonies, and finally by the Continental Congress. They did not scruple to avail themselves of popular, nor, in the last extremity, of armed resistance to British authority."

While quoting that excerpt from history, I want to be understood as disapproving of the popular violence feature. (Applause.) It may have been necessary, and doubtless was, in that day. But we have emerged beyond the need, or wisdom, or justification of violence in the conduct of our controversies. (Applause.) And I hope there will be no need of returning to that dark age.

I have here another citation to which I would draw your attention. You will remember that after considerable protest upon the part of the American Colonists, the British Parliament backed down; it repealed the obnoxious taxes, all of them, with the exception of the tax on tea, which latter it maintained as a matter of principle, just to demonstrate its right to do so. It kept the tax on tea on the statute books, and abolished all the others, hoping thereby to allay public feeling, to secure public confidence, while at the same time retaining the principle for which it was contending, namely, the right of the British Parliament to tax the American people without their advice or consent.

The action of the home Government failed in this respect. The American people contended that nothing short of the absolute revocation of all taxes, nothing short of the vindication of the principle that "taxation without representation is tyranny," nothing short of the recognition of the right of the American Colonists to govern themselves in the important matter of finances, would satisfy the needs of the hour. It says here:

"This action did not meet the approval of Lord Botetourt, the Governor of Virginia, and he dissolved the House of Burgesses. This, however, did not prevent the delegates from meeting at the Apollo, in the Raleigh Tavern"—and I notice that many of these people met in taverns, which probably accounts for the poetic nature of their effusions—"and as citizens entering into a non-importation agreement which bore the names of Henry, Randolph, Jefferson and Washington, and became an example to all of the Colonies."

The action of Virginia in entering into a non-importation agreement "became an example to all of the Colonies"! Here, in a footnote, I find the following:

"North Carolina adopted resolutions similar to those of Virginia, and associations were formed to prevent the importation of British goods."

I have here a picture. It is said that pictures serve the useful purpose of explaining things to those who can not or will not read. Here is a picture, a fac-simile of a handbill. We would call it a boycott circular, but in those days they had not yet invented the term. So they called it a handbill, and it reads as follows:

"The true Sons of Liberty and supporters of the non-importation agreement"—there was evidently in the minds of the gentleman who drafted this dodger some connection between liberty and non-importation, because the connotation of the terms would indicate that he regarded the ideas of liberty and non-importation as synonymous—"are determined to resent any the least insult or menace offered to any one or more of the several committees appointed by the body at Faneuil Hall, and chastise any one or more of them as they deserve; and will also support the printers in anything the committees shall desire them to print. As a warning to any one that shall affront as aforesaid, upon sure information given, one of these advertisements will be posted up at the door or dwelling-house of the offender."

The idea evidently conveyed by this is that when the picket or walking delegate, or whatever he was called, reported to the committee that somebody was violating the rules of the union, one of these dodgers was nailed up at his door as a warning. Here we have a list of the names of those who "audaciously continue to counteract the united sentiments of the body of merchants"—this was evidently a boycott levied by some merchants in Boston, which, of course, puts a somewhat different aspect upon the case—"throughout North America by importing British goods, contrary to the agreement." Here is the "We Don't Patronize" list, containing about half a dozen names. And there was not a judge in the whole country who could be prevailed upon to issue an injunction against it!

Here is another boycott circular:

"William Jackson, an importer at the Brazen Head, North Side of the Town House, and opposite the Town Pump, in Corn-Hill, Boston. It is desired that the Sons and Daughters of Liberty would not buy any one thing of him, for in so doing they will bring disgrace upon themselves and their posterity, forever and ever, amen."

They were quite in earnest about this matter. It was a matter of religious conviction with them. I should judge, from the way they speak about it. We do not, in these times, pretend any particular religious authority for the boycott dodger.

Let me read further. I have here three pamphlets. They are called "Old South Leaflets," and they are practically fac-similes of some of the pamphlets issued during the period. One is entitled "The Destruction of the Tea," by Thomas Hutchinson. Thomas Hutchinson, as you remember, was the British Governor of Massachusetts at the time of the "Boston Tea Party," and he wrote the history of it. Now, if there is one authority more to be depended upon in this connection than another, it seems to me it would be the representative of the British Government in Massachusetts at the time of that historic event. We find that the people got together and resolved that the tea should not be used. In order to assure themselves that it would not be used, they prevented its landing. And when they began to fear that it was going to be landed anyway, in spite of their protests and in spite of the assurance of Governor Hutchinson that it would not be landed, they formed themselves into an "educational committee," disguised themselves as Indians, went down to the dock in the dead of night, and dumped it overboard. Governor Hutchinson says:

"The factors for the two other vessels"—the two tea vessels then about due in Boston—"accepted were sent for, and, being informed of the engagements made by the owner and master of the ship arrived, they also made such engagements as were satisfactory; and, after making provision for the continuance of a watch, so long as the tea continues in the harbor, and for an alarm to the independents upon any molestation, they passed a resolve"—note the resolution they adopted:—"That if any person or persons shall hereafter import tea from Great Britain, shall take the same on board to be imported to this place, until the unrighteous act"—note again the religious tone of the language—"mentioned in the preamble to the resolve" shall be repealed, he or they shall be deemed, by this body, an enemy to his country; and we will prevent the landing and sale of the same, and the payment of any duty thereon, and will effect the return thereof to the place from whence it shall come."

Instead of effecting the return thereof to the place from whence it came, they effected the destruction of the tea; they destroyed it entirely, for fear that it would get past them, and that somebody would brew some of it in spite of their protests.

Another of these leaflets is entitled, "Lexington Town Meetings from 1765 to 1775." Let me read a brief excerpt, as follows:

"Consequently, when the town of Boston, to manifest their opposition to the oppressive acts of the Ministry, resolved that they would not import or use certain articles on which these duties were laid, the independents of Lexington, at a meeting held December 28th, 1767, 'voted unanimously to concur with the town of Boston respecting importing and using foreign commodities, as mentioned in their votes, passed at their meeting on the 28th day of October, 1767.' These sentiments, published in open town meeting"—now note this—"and sanctified by a day of fasting and prayer, would, of course, govern the conduct of a sincere and conscientious people. No wonder, therefore, we find them, in 1769, ready to make what at the present day, would in some families be considered a great sacrifice, by voting 'not to use any tea or snuff, nor keep them, nor suffer them to be used in our families, until the duties are taken off.'" Here is one of the resolves adopted by the Lexington town meeting:

"The petition of rights and other statutes of England, that not only counties, cities and corporations, but also towns and individuals, may consult and adopt measures for redress by petition, remonstrance, or other ways, as occasion and the emergency of affairs may require." Another resolve: "That we will not be concerned, either directly or indirectly, in landing, receiving, buying or selling, or even using, any of the teas sent out by the East India Company, or that shall be imported subject to a duty imposed by Act of Parliament for the purpose of raising a revenue in America." And, "that all such persons as shall, directly or indirectly, aid and assist in landing, receiving, buying, selling or using the teas sent by the East India Company, or imported by others subject to a duty, for the purpose of a revenue, shall be deemed and treated by us as enemies of their country." And further: "To prevent the good effect of the honest and patriotic endeavors of so valuable and powerful a part of the community to rescue the trade and liberties of the country from impending destruction." "That, as with gratitude to our brethren in Boston and other towns, we do express our satisfaction in the measures they have taken, and the struggles they have made upon this, as well as many other occasions, for the liberties of their country and America, we are ready to resolve to concur with them in every rational measure that may be necessary for the preservation or recovery of our rights and liberties as Englishmen and Christians; and we trust in God that, should the state of affairs require it, we shall be ready to sacrifice our estates and everything dear in life, yea, and life itself, in support of the common cause." "The above resolves being passed, a motion was made that to them another be added. Accordingly, it was resolved without a dissenting voice—"

Here, let me call your attention to one thing.

(Continued on Page 7.)



On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)



RETROSPECTION.

Nineteen hundred and seven will ever remain an historic year in the annals of the maritime unions of the Atlantic Coast. Its advent marked the beginning of a new and more practical alignment among the various unions of the maritime craft; its progress witnessed the birth and growth of new organizations and auxiliaries among seafaring men; the strengthening, affiliating and harmonizing of others, and its waning sunset was reflected upon the fraternal and solidifying process which now combines them all in one.

Without doubt the port of New York was the chief center of all this unwonted activity and progress. This was so because, realizing the vast importance of organizing this port, and the tremendous influence exerted by New York, commercial, industrial and otherwise, over all other ports in the country and throughout the maritime world, the International Seamen's Union had, during the previous year, used all its organizing forces, under General Organizer Benson, in this great central point.

For very nearly a year prior to the opening of 1907, a strong force of organizers had been assiduously at work blazing the way. With the opening of 1907, the way had been so far cleared, and our forces so well organized and disciplined, that a general advance on all sides was deemed expedient. The first movement occurred in the early spring with the protracted strike of the longshoremen. This strike was remarkable for the fact that the men had but the feeblest semblance of an organization and no resources upon which to rely. They simply hooked their cotton hooks into their slackening belts and walked out in a body all over the port, as a silent but determined protest against intolerable conditions, beggarly wages and unreliable employment. The worm had turned, guided more perhaps by instinct than by reason; but the results were astonishing, and will long be remembered by the public in general and the grasping, insatiate steamship companies in particular.

It is too late now to recapitulate the occurrences of those exciting two months. But they abounded in stirring scenes and unprecedented incidents. The steamship companies may recall, however, with many an inward groan of mingled pain and wrathful reminiscence, some of the more unusual features of that lively but unprofitable affair. They might, for instance, recall how the dock sheds along the North and East rivers were for weeks piled to the eaves with unmoved and unmovable freight, and how the great leviathans of the Western Ocean crossed and recrossed the big pond carrying the selfsame cargoes for ballast, because there were none either to discharge or reload them. They might, if they would, give an exact and comprehensive statement of their exact loss in dollars and cents by way of legal compensation to shippers and others, who freight shipments had deteriorated, wasted or become altogether worthless by reason of the delay; or else had been smashed to smithereens by the awkward and

reckless manipulations of imported, unskilled strikebreakers.

They might also relate, reluctantly, of course, how the longshoremen remained quietly about their headquarters and refused to make any demonstration or allow themselves to be drawn into any general conflict with the strikebreakers. How the police set to watch and protect the strikebreakers, broke several score of their empty heads and ran them in for violent misconduct. The shipowners might also narrate, incidentally, how the Immigration authorities denied them the privilege of importing immense numbers of paupers from abroad, signed as "seamen" on their passenger and freight steamers to load and discharge their cargoes on American soil; how their most reliable dock foremen left their service and walked up the docks and deliberately joined the union, absolutely refusing to continue to work with strikebreakers, who literally broke nearly everything they handled, and some things they did not handle.

They might tell us, too, how eight hundred policemen, detailed to strike duty, united in a protest to the Commissioners asking to be relieved, on the ground that the strikers were perfectly orderly and needed no watching; that the strikebreakers were, for the most part, a horde of imported thugs, rowdies and ruffians, not worthy of protection, but a nuisance and a disgrace to the Commonwealth, and a menace to the public peace, health and safety. And the indignant cops further protested that in consequence of the presence of these worthless vagabonds, and not because of the strike, they had been kept constantly on duty, or on reserve, for weeks and weeks, without any opportunity to visit their homes or families until their position had become intolerable.

But we can only give these incidents passing notice here, and the steamship companies seem determined to observe a stubborn and studied silence in regard to them.

The results of the strike, which in the end was amicably and honorably settled, have been of incalculable and far-reaching benefit to the longshoremen, not only in New York, but throughout the Coast. It has resulted in increasing their wages and improving their conditions of life and labor; it has gained for them the recognition of their employers and the respect of their fellow men; but, more than all, it has brought them together in mutual regard and mutual association and taught them the practical power, offensive and defensive, of compact and intelligent organization. Today, in consequence of last year's strike, the longshoremen of New York and vicinity are joined together in a strong and permanent labor union, for the first time in history. Long may she endure!

Toward the end of the longshoremen's memorable struggle, the steamship companies, each and all of the Coastwise lines running out of New York, announced a "voluntary" increase in wages of \$5 per month, or from \$25 to \$30 for sailors and deckhands; \$27.50 to \$35 for quartermasters and a corresponding increase for firemen, trimmers and oilers.

The generous concession and "voluntary" attitude of the companies toward their crews in this instance reminds us very forcibly of the fable of Davy Crockett's coon.

According to that venerable legend, Davy Crockett's dogs had treed the coon and effectually cut off the latter's retreat. But the coon knew that dogs don't climb trees, so for the time being, at least, he felt reasonably safe so long as he remained aloft. But when Davy himself arrived and drew a bead on him with his unerring rifle, the wily coon at once realized that it was all up with him and hastily sang out: "Don't shoot, Davy, I'll come down!" and down he came.

When Brother Benson began the work of organizing the steamship lines in New York, and ninety-nine and nine-tenths of their entire complements, on deck, below, and in the glory-hole were non-union men, there was no talk of a "voluntary" increase then. Instead, the organizers were scorned and rebuffed in every conceivable way, and driven off the ships and docks by paid hirelings of the companies.

But they were a cunning and persistent lot, those organizers—and in spite of taunts, rebuffs and threats, they persevered, so that by the time the longshoremen's strike began to draw to a close and there seemed some prospect in sight of getting the accumulated acres of freight lifted, the companies suddenly became aware of the fact that the majority of all their crews were already entered on the great muster roll of the International Seamen's Union of America, and that unless they climbed down soon there was a good prospect of having their fleets as well as their freights tied up in the near future.

So they climbed down as gracefully as possible, in deference to Organizer Benson's modest and unassuming proposals and "voluntarily" offered the advances mentioned.

But perhaps the most startling, as well as the most remarkable development of the spring campaign was the "strike" of the masters, mates, pilots and engineers on the big coastwise lines. This movement on the part of the afterguards, as unexpected as it was unprecedented in the annals of the port, filled the local steamship offices with consternation and blank despair. Where, oh, where, could competent, experienced officers be procured to take the places of these ungrateful mutineers? And echo sent forth a long, lingering and derisive answer, "Where?"

Owing to the legal restrictions under which their licenses had been granted, these officers were prohibited by law from walking out in a body without forfeiting their certificates.

So they did the next best thing. Each man, acting for himself, walked into his company's office and tendered his resignation as an individual, thus complying with the law and safeguarding his own interests at the same time. Then he walked down to the Masters, Mates and Pilots' Association office and placed himself on the waiting list. The whole movement was beautifully conducted, and was the direct

(Continued on Page 11.)

Domestic and Naval.

A derelict schooner, with topmast showing, is said to be floating in the track of vessels making for Nantucket Light.

The new battleship Mississippi was placed in commission at League Island (Pa.) Navy Yard on February 1. Captain J. C. Fremont has been named as her commander.

Grave fears are entertained for the long-overdue Philadelphia bark Alkaline, which left Ivigtut, Greenland, 107 days ago for Copenhagen. The voyage under ordinary conditions should have been made in thirty days.

It is predicted that the House Committee on Naval Affairs will recommend the appropriation of moneys for the building of two instead of four battleships urged by President Roosevelt and Secretary Metcalf.

Captain Kelly and five members of the crew of the brigantine Aquila, rescued after their vessel had become disabled in midocean, carried to Genoa and thence to London, arrived at Halifax, N. S., on January 31 on the Allan liner Sardinian.

The barkentine Good News, which for nineteen years plied between Brazil and North Atlantic ports in the coffee trade, sailed from Delaware Breakwater on January 21 for Tacoma, Wash., to pass the balance of her career in Pacific waters.

The Bureau of Navigation reports that fifty vessels, of 19,121 gross tons, were built in the United States during January, 1908. The largest steam vessel included in these figures is the Melrose, of 5,107 gross tons, built at Quincy, Mass., for the Massachusetts Steamship Company.

The steamer St. Cuthbert was destroyed by fire off the coast of Nova Scotia on February 3. It is estimated that between fourteen and eighteen men, including nine stowaways, were burned to death. The remainder of the crew, numbering 39, were taken off the wreck by the White Star liner Cymric.

The Committee on Commerce of the Senate on January 30 authorized a favorable report on Senator Gallinger's bill to extend the mail-carrying rates for vessels of the twenty-knot class to sixteen-knot vessels on routes to South America, to the Philippines via Japan and China, and to Australia.

The ocean-going tug Coastwise, which arrived in Norfolk, Va., on January 25, reported the loss at sea of two barges manned by ten men. The tug Covington reports losing a barge with three men. The wind being off shore, it was thought that the barges would be able to take care of themselves.

The Bureau of Navigation reports that 575 sail and steam vessels of 259,974 gross tons, were built in the United States during the six months ended December 31, 1907. During the corresponding six months ended December 31, 1906, 508 sail and steam vessels of 181,043 gross tons were built in the United States.

The recent storm on the Atlantic Coast, with its toll of sunken barges, together with the lives of some who manned them, has caused renewed discussion in shipping circles looking toward legislative enactment in regard to the towing of coal barges. Boston has already started war on the coal barge and shipping men in other ports regard the barge as an archaic and dangerous vessel for coal transportation.

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INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Pacific Coast Marine.

The Eureka agents have been notified that the Hammond Company steamer Ravalli has lost her passenger license, and will in future be exclusively a freight boat.

Alfred Snell, a seaman on board the British ship Pass of Killiecrankie, fell from aloft and was killed at San Francisco on January 25. Deceased was a native of England, aged 22 years.

Senator Perkins has succeeded in getting San Francisco included in the Hopkins bill, which was favorably reported recently, increasing the pay of Customs inspectors from \$4 to \$6 a day.

A dispatch from Portland, Or., says that the British ship Claverdon, reported ashore on the sand off Columbia River bar, was floated on January 26. Her hull was found to be uninjured.

The British ship Engelhorn, which was sighted both off Cape Horn and near San Francisco, arrived at Victoria, B. C., on January 30, with her foremast gone. The Engelhorn is to be surveyed.

A cable from Juneau, Alaska, says the steamboat Rustler, which was sent out to find the mail-carrying launch Fox, missing for a week, returned on January 25 with the disabled craft in tow.

W. A. Boole & Son have filed a libel in the United States District Court at San Francisco against the American schooner Enterprise to recover \$539.22 for labor and material furnished in making repairs.

United States Senator Perkins reported to the Senate, on January 30, a bill for a revenue-cutter for the Pacific Coast, and the bill was passed. The Commerce Committee also recommended a cutter for Astoria.

According to a statement of Vice-Consul Velmer Isington at Washington, D. C., a new Oriental steamship line between Puget Sound, via Victoria, to Northern China and Siberia, will shortly be put into operation.

George and William Brockleman filed a libel in the United States District Court at San Francisco on February 5 against the barge Enterprise to recover \$274.20 alleged to be a balance in wages due them as engineer and deckhand.

The American schooner William Nottingham arrived at San Francisco on February 6, 340 days from New York, via Melbourne, Australia, at which port she put in through stress of weather. The Nottingham is bound to Seattle, Wash.

Secretary of the Navy Victor H. Metcalf has granted the raise in pay of the Mare Island foremen, which was recommended by the recent wage board. In most cases the pay was increased in the neighborhood of \$1, but in other cases it was more materially augmented.

The decision of the Marine Inspectors at Seattle, Wash., in the case of the Alaskan, of the Ketchikan Steamship Company, which went on the rocks off Vancouver Island last month, exonerated Captain M. M. Walk and the crew of the boat from all blame in the matter.

The race between the ships Fort George and Erskine M. Phelps, the bark Gerard C. Tobey and the barkentine Irmgard from San Francisco to the Hawaiian Islands was won by the Fort George. Her exact sailing time from the wharf in San Francisco to the wharf in Honolulu was fifteen days and six hours, a good trip, but by no means a record.

The bark Shenandoah was towed down from Mare Island on January 27 by the tug Defiance to an anchorage in Mission Bay. It is generally understood that the United States Government has purchased the Shenandoah and will convert her into a coal barge. The Shenandoah will then be sent down to Magdalena Bay with a supply of coal for the use of the warships at that place.

Suit for \$35,000 damages has been filed at Aberdeen, Wash., by the Hart Wood Lumber Company against the Grays Harbor Tugboat Company for the failure to have a tug in readiness to take the wrecked schooner Solano when Captain Stream had her afloat. After waiting three hours for the tug it was necessary to let her in water again, after which a storm drove her farther on the sand and she could not be saved.

Word was received from Victoria, B. C., on February 7 that the beach patrol of Carmanah had found the name board of a vessel and a double-ended boat half-way between Clo Ose and Carmanah. There were gilt letters on the back of the board and the name M. B. Stack, apparently that of the builder, was on the boat. The patrol reports that large quantities of lumber are floating along the beach.

Captain J. von Helms, one of the State pilots, filed a libel in the United States District Court at San Francisco on January 25 against the German steamer Ilse to recover \$81.87 pilotage fees for bringing the craft into San Francisco. The steamer cleared just before noon, but before she could get under way a deputy United States marshal was on board with an attachment, tying her up until a bond could be given for release under the suit.

Much interest was taken in the arrival at San Francisco, on January 30, of the Norwegian steamer Thor, from Newport News, owing to the novel arrangement of the tackle provided for the handling of the cargo. The Norwegian steamer is fitted with a system of derricks and tackle quite

new to the experience of shipping men at the former port. She came via Coronel, and occupied 70 days from Newport News, and 25 days from Coronel, bringing 6600 tons of coal for Navy use.

The Associated Press is officially authorized to declare that there is absolutely no truth in the report telegraphed from Halifax on February 5 that the British squadron in the Pacific is to be materially increased. No changes whatever are being made or are contemplated in the Pacific squadron and the British Government has not the slightest intention of replacing the old Pacific fleet, which formerly had its base at Esquimaux, B. C., and which is now represented by a military sloop of war.

Application for civil service examination for the positions of assistant lighthouse keepers, laborer at Trinidad Head Light station, and for ship's carpenter on the lighthouse tender Madrone, are invited from the office of the United States Lighthouse Inspector of the Twelfth District by R. F. Lopez, chairman of the local Civil Service Board of Lighthouse Service. Particulars may be learned at the office, Mutual Savings Bank building, 704 Market street, San Francisco.

M. Curtis, mate of the ship Shenandoah, testified in the continued investigation held by the Local Inspectors of Steam Vessels at San Francisco, on January 30, into the grounding of the ship on the Potato Patch while in tow of the tug Liberty. His testimony was in corroboration of that given by Captain Chapman, the master, the day previous, to the effect that the vessel grounded four or five times before the tug changed her course. The matter was then submitted for decision.

The German ship Louise, which arrived at San Francisco on January 29, after a memorable voyage with a cargo of coke from Bremerhaven, has been purchased by James Griffiths, and will shortly be taken to Puget Sound, where she will be converted into a barge, and used for carrying ore between Alaska and the reduction works at Tacoma. The Louise originally flew the American flag, although of late years she has sailed under German colors. The Stars and Stripes will once more float over the old craft while she is running in the northern waters.

The American ship Eclipse, in command of Captain C. B. Larsen and bound from Newcastle, Australia, to San Francisco, foundered on January 11 in latitude 36 degrees north and longitude 155 west. All the members of the crew took to the boats. Three men died from exhaustion before reaching land. Captain Larsen, the mate and eleven men landed at Hana, Maui, on January 27. Reinsurance to the amount of 20 per cent had been quoted on the lost ship. The Eclipse was a wooden vessel of 1595 tons, built in 1878 by Goss & Sawyer of Bath, Maine.

In the libel of the schooner Aloha against the tug Alert, owned by John D. Spreckels & Brother, and the intervention of the schooner Kitty Holmes, Judge De Haven, of San Francisco, decided on February 4 that owing to the fact that the Holmes was a sailing vessel under way the tug should have kept clear of her, and ordered the matter before Commissioner Brown to take testimony as to the damage to both schooners. The Aloha was in tow of the Alert, and the tug allowed her to come into collision with the Holmes, damaging both schooners.

Judge S. B. Dole of the United States District Court at Honolulu, T. H., has given judgment against the schooner Robert Lewers for \$550 in favor of Paul Peterson, late her second-mate. Peterson signed on the vessel as second-mate at \$60 a month. On October 6 during Peterson's watch, Captain Underwood disrated Peterson, and told him to take his place among the foremast hands. Judge Dole held that a master could displace a mate, if found incompetent, but could not disrate him, and awarded damages of \$500 for the humiliation and disgrace and the damage to his professional reputation, and \$50 for his passage back to San Francisco.

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F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

**COAST SEAMEN'S
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WEDNESDAY, FEBRUARY 12, 1908.

THE TAFT-ROOSEVELT PLAN.

Two interesting, if unimportant, contributions to the subject of "Government by Injunction" have recently been made by the two statesmen now most prominent in the eyes of the American people, if not of all creation. Secretary of War Taft, replying to an inquiry from the Ohio State Federation of Labor, admits that the power to issue injunctions ex parte "has given rise to certain abuses and injustices to the laborers engaged in a peaceable strike," and he therefore favors giving notice to the defendant before an injunction is issued. Secretary Taft also "sees no objection" to the enactment of a statute "which shall define the rights of laborers in their controversies with their former employers"; further, he "believes that it is better" that trials for contempt should be heard by a judge other than the one issuing the injunction, "and thus avoid an appearance of injustice." "The appearance of justice," says Secretary Taft, "is almost as important as the existence of it in the administration of the courts." Upon the subject of trial by jury in contempt cases, Secretary Taft is quite emphatic. He is opposed to that method, for the reason that "it would mean long delay and greatly weaken the authority of the court."

The views of President Roosevelt on the same subject are more interesting, if only on account of their source. We quote the President's expressions in full, as given in his Message to Congress on January 31, as follows:

I again call your attention to the necessity of some action in connection with the abuse of injunctions in labor cases. As regards the rights and wrongs of labor and capital, from blacklisting to boycotting, the whole subject is covered in admirable fashion by the report of the Anthracite Coal Strike Commission, which report should serve as a chart for the guidance of both legislative and executive officers. As regards injunctions, I can do little but repeat what I have said in my last message to the Congress. Even though it were possible, I should consider it most unwise to abolish the use of the process of injunction. It is necessary in order that the courts may maintain their own dignity and in order that they may in effective manner check disorder and violence. The judge who uses it cautiously and conservatively, but who, when the need arises, uses it fearlessly, confers the greatest service upon our people, and his pre-eminent

usefulness as a public servant should be heartily recognized. But there is no question in my mind that it has sometimes been used heedlessly and unjustly, and that some of the injunctions issued inflict grave and occasional irreparable wrong upon those enjoined.

It is all wrong to use the injunction to prevent the entirely proper and legitimate actions of labor organizations in their struggle for industrial betterment, or under the guise of protecting property rights unwarrantably to invade the fundamental rights of the individual. It is futile to concede, as we all do, the right and the necessity of organized effort on the part of wage earners and yet by injunctive process to forbid peaceable action to accomplish the lawful object for which they are organized and upon which their success depends. The fact that the punishment for the violation of an injunction must, to make the order effective, necessarily be summary and without the intervention of a jury makes its issuance in doubtful cases a dangerous practice, and in itself furnishes a reason why the process should be surrounded with safeguards to protect individuals against being enjoined from exercising their proper rights. Reasonable notice should be given the adverse party.

Upon one point President Roosevelt and the opponents of "Government by Injunction" are in perfect accord. When the President says: "Even though it were possible, I should consider it most unwise to abolish the use of the process of injunction," he voices the sentiment insistently and consistently expressed by organized labor and that large portion of the general public which supports the latter in its demand for relief from the abuses of the injunction process. We do not seek to abolish the injunction, but only to restrict its use within its proper sphere, and thus to increase its efficiency in that sphere. As President Roosevelt himself suggests, the whole institution of the injunction is seriously endangered by the present tendency of the courts to apply that instrument wrongfully and in a manner repugnant to the common conception of equity. The opponents of "Government by Injunction" propose that the use of the writ in equity shall be restricted so far, and only so far, as this danger is involved.

It is to be noted that the President speaks of the "proper rights" and the "fundamental rights" of the individual. Unfortunately the President does not define these rights. If we may assume that he is disposed to draw a line between property rights and personal rights, there is hope that ultimately he will declare against the issuance of an injunction in any matter affecting the latter, and thus align himself directly with the prevailing anti-injunction sentiment.

The substance of the President's recommendations on the subject is contained in the statement that "reasonable notice should be given the adverse party." Thus Secretary Taft and President Roosevelt are as one on the subject. The important point in this connection lies in the fact that not only do these statesmen agree with each other, but they both agree with organized labor, although upon different grounds. The difference between the reasoning of organized labor and that of Taft and Roosevelt, is the difference between consistency and inconsistency. Organized labor is opposed to "notice to the adverse party" because it would preserve the peremptory nature of the injunction in its proper sphere. Taft and Roosevelt are in favor of that method because they recognize that abuses frequently arise through the issuance of injunctions ex parte. It is apparent that the abuses complained of, and admitted by the highest authority, lie not in the nature of the injunction but in the scope of its application. Organized labor would remove these abuses by the enactment of legislation limiting the issuance of injunctions to those cases in which it may rightly and equitably be invoked. Secretary Taft and President Roosevelt profess to seek the accomplishment

of the same end by merely giving "notice to the adverse party," leaving the courts otherwise free to issue injunctions in all cases affecting the fundamental and proper rights of the individual, as well as in cases affecting property rights.

In a word, Taft and Roosevelt propose to legalize the issuance of injunctions prohibiting the exercise of personal liberty, the liberty of free press, free speech, peaceable assembly, etc. To this proposal organized labor and all opponents of "Government by Injunction" are utterly opposed. There is but one way of remedying the abuse of the injunction, and that is by removing the abuse itself. The Taft-Roosevelt plan would leave the abuse intact—in fact, give legal sanction to it—while merely frittering with one incident of the trouble.

"ANOTHER BLOW AT LABOR."

The decision of the United States Supreme Court in the case of *Loewe vs. United Hatters of North America* is hailed by the press as "another blow at organized labor." Considering the circumstances of the case, we are inclined to believe that the "blow" will be felt with most force in other, and probably quite unexpected, quarters. Organized labor has come to stay; the rights upon which that institution is based and by the exercise of which it lives and grows are personal rights, inherent in the very bone and blood of civilization. Any legislation or court decision which "strikes a blow at organized labor" must in the nature of things wound the vitals of society, in which event society is bound by the law of its being to retaliate.

If "anti-trust" legislation can not be drafted in such manner as to draw an easily perceptible distinction between a "conspiracy in restraint of trade" and a "combination in the interests of labor," then so much the worse for "anti-trust" legislation, or rather for "anti-trust" legislators. Probably the latter will yet feel the "blow" administered by the Supreme Court, and that with all the force that it may gather by transmission through the body of the people. Unless history shall for once prove false to its habit of repetition, it is more than likely that the "blows" which organized labor has recently received at the hands of the courts will be returned at the hand of the public in a manner at once unmistakable and effective.

In the Atlantic Department of this issue (page 3) appears the first of a series of contributions from "The Beachcomber." The writer in question is a well-known member of the Atlantic Coast Seamen's Union, whose work in other publications has achieved considerable fame. JOURNAL readers may look forward with pleasure to the weekly appearance of "The Beachcomber's" notes from the Atlantic Coast.

If we may be permitted to say so, we would mention the fact that those who desire to refrain from purchasing or dealing in Buck's stoves and ranges are still at liberty to so refrain.

There is no better way of demonstrating loyalty to the principles of unionism than by an insistent demand for the union label.

"He gives twice who gives quickly!" Send in your contribution to the Van Cleave injunction fund without unavoidable delay.

THE BOYCOTT IN HISTORY.

(Continued from Page 2.)

You are all, I take it, familiar with the mode of procedure of deliberative assemblages. You know that when men gather together to discuss public matters, they usually modify and improve upon the proposition before them, until they finally get it into acceptable shape, and then, as if by inspiration, some one rises and moves that such and such be added, thus giving greater emphasis to the thought or idea evolved out of the whole subject matter of debate, and adding that to the proposition already adopted. That is evidently what happened in this case, and here is what they added to the resolves from which I have just quoted:

"That if any head of a family in this town, or any person, shall, from this time forward, and until the duty be taken off, purchase any tea, or sell or consume any tea in their families"—purchase it, or sell it, or consume it—"such person shall be looked upon as an enemy to this town and to his country, and shall by this town be treated with neglect and contempt."

I have another pamphlet here, of the same series, entitled, "The Rights of the Colonists." It is written by Samuel Adams. It will do us no harm, I take it, upon an occasion of this kind, to briefly review the history of the American Revolution, if only in a very limited way. Indeed, I take it that the fact that we do revert to the historic events of those days can but be considered eminently fitting and exceedingly profitable.

"The natural liberty of man," says Samuel Adams, "by entering into society is abridged or restrained so far only as is necessary for the great end of society, the best good of the whole."

This statement of the rights of the Colonists, you will note, is a statement of the rights of the individuals, of the extent to which the individual surrenders his personal prerogative and liberty for the good of the whole, and of the extent to which he reserves his individual liberty.

"In short, it is the greatest absurdity to suppose it is in the power of one, or any number of men, at the entering into society, to renounce their essential natural rights, or the means of preserving those rights, when the grand end of civil government, from the very nature of its institution, is for the support, protection, and defense of those very rights, the principle of which, as is before observed, is life, liberty and property. If man, through fear, fraud or mistake, should in terms renounce or give up any essential natural right, the eternal law of reason and the grand end of society would absolutely vacate such renunciation. The right to freedom being a gift of God Almighty, it is not in the power of man to alienate this gift and voluntarily become a slave."

Here we have Franklin's preface to the English edition of the Report of the Committee of Correspondence, published by him in London immediately after he received it. The Committee of Correspondence drew up its views and submitted them to the home Government, and Franklin, who was then the American representative at the Court of St. James, printed the report of the committee in the newspapers, and prefaced the report by some observations of his own, from which I now quote:

"The mistaken policy of the Stamp Act first disturbed this happy situation. But the flame thereby raised was soon extinguished by its repeal, and the old harmony restored, with all its concomitant advantages to our commerce. The subsequent act of another administration, which, not content with an established exclusion of foreign manufacturers, began to make our own merchandise dearer to the consumer there, by heavy duties, revived it again, and combinations were entered into throughout the continent to stop trading with Britain until those duties should be repealed. All were accordingly repealed but one, the duty on tea. This was reserved (professedly) as a standing claim and exercise of the right assumed by Parliament of laying such duties."

The author of the leaflet proceeds as follows: "Mr. Adams' motion, creating a Committee of Correspondence, had specified three distinct duties to be performed—to draw up a statement of the rights of the Colonists as men, as Christians, and as subjects; a declaration of the infringement and violation of those rights; and a letter to be sent to the several towns in the province and to the world as the sense of the town. The drafting of the first was assigned to Samuel Adams, the second to Joseph Warren, and the last to Benjamin Church. When the reports of the several committees were prepared, they were presented on the twentieth of November to a town meeting at Faneuil Hall by James Otis, who now, as chairman, made his final appearance in public—the wreck of one of the most brilliant men of genius that America has produced, but yet sustained by the care and sympathy of some friends and the tender reverence of the people, whose cause he had ever ardently and sincerely supported."

Following is the judgment passed upon the work of Samuel Adams, in his promulgation of the "Rights of the Colonists":

"Here (in the paper of 1772) is embodied the whole philosophy of human rights, condensed from the doctrines of all time, and applied to the

immediate circumstances of America. Upon this paper was based all that was written or spoken of human liberty in the Congress which declared independence; and the mere instrument itself is, in many features, but a repetition of the principles here enunciated, and of Joseph Warren's list of grievances, which follow the 'Rights of the Colonists' in the report."

If I understand this paper correctly, one thing is made perfectly clear by Adams, namely, that the individual Colonist, and the individual in society at large, reserves to himself certain natural personal rights. These are rights which are inalienable, and he can not vacate them, not even out of respect to the will of the majority or any number of his fellows. So inalienable are these rights that, as Adams says, the renunciation of them would be invalid, upon the general principle that no man can voluntarily enslave himself.

Permit me to quote to you just one more excerpt from the general history of this country, and then I shall give way to the gentleman who will follow me. I have here the "Young Folks' History of the United States," by Higginson. I know not how many young Americans have imbibed the pabulum of liberty from this book, but I should judge, as you may judge by its appearance, that they have been quite numerous. I have no doubt that several successive generations of Americans have learned all they know, and possibly all they will ever know, about the spirit of '76, from this dog's-eared book. Let me read to you just one passage in it. And, by the way, I note here the name of Mr. Otis, a name familiar in American history, ancient and modern, although in slightly different connections. (Laughter.) You have all heard of Patrick Henry's famous speech: "Caesar had his Brutus; Charles the First had his Cromwell, and George the Third—" Then arose the cry of "Treason!" Patrick Henry said: "Well, George the Third may profit by their example. If that be treason, make the most of it!" A set of resolutions, to which I have already referred, calling for the adoption by the people generally of the policy of non-importation, had been adopted by the Burgesses of Virginia, and this book goes on to say in that connection:

"This example was quickly followed. In Massachusetts, James Otis proposed that an American Congress should be called, which should come together without asking the consent of the British Government. Others took up the plan, and proposed that American liberties should be left to the watchfulness of a united continent." The Congress met in October, 1765, and, though only nine of the thirteen Colonies sent delegates, it did great good to their cause. This Congress drew up a 'declaration of rights,' and a petition to the King. All over the country, the merchants agreed not to buy British goods, and men and women promised to wear homespun clothes, and to go without all imported things, in order to show that they were not dependent upon England. One patriotic woman, Mrs. Cushing, wrote to her friends: 'I hope there are none of us but would sooner wrap ourselves in sheep and goat skins than buy English goods of a people who have insulted us in such a scandalous manner.'"

So much, Mr. President, for the history of '76. Now, as to the application of it all, I gather just this, from my reading: The non-importation agreements were nothing more nor less than so many boycotts. The only difference is a difference in terms—they called the thing by a different name. In all probability, if the events of the pre-Revolutionary period should be renewed or repeated in the history of any nation on earth to-day, and I trust that these events, or at least their results will be repeated in more than one nation of the world in the near future—just as sure as that event transpires, when it becomes a question of bringing pressure to bear upon the commercial activities or life of the mother country, instead of using the term "non-importation agreement," they will call it a boycott agreement. And that because they are familiar with the term "boycott" now, whereas they were not familiar with it in '76.

In discussing the boycott, as in discussing any other question, it is well to bear in mind that the thing that we discuss may be much older than the name we apply to it. More than that, it may easily turn out that by giving a certain thing a "local habitation and a name," we may be associating with it qualities which it does not really possess. In other words, we may, by the mere use, or misuse, of names and terms, so obscure the real thing or issue itself as to be misled in our conclusions concerning it. I can readily understand a body of Irish landlords feeling very warmly upon the question of the boycott, because Boycott himself was an Irish landlord, and he added, or his friends have added, the word to the lexicon of our tongue. But the thing itself, the thing which the Irish Land Leaguers did to Captain Boycott, had been done to many men before Boycott's time, as they will in all probability be done to many other men in our time, and in the future.

The boycott, by whatever name it be known, is as old as human liberty itself, and probably as old as humanity itself. In a word, the boycott is simply this: One man, let us say, conceives that another man has done him an injustice. It may be a question of employer and employe, or it may be any other kind of question. One man conceives that another man has done him an in-

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 10, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping dull. A. Furuseth reported upon legislative matters at Washington, also upon the general situation in the East and on Puget Sound. A committee was elected to make arrangements for the celebration of the Union's anniversary on March 6.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Feb. 3, 1908.

Shipping dull; prospects poor.
JOHN W. CARLSON, Agent pro tem.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Feb. 3, 1908.

Shipping and prospects dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 2, 1908.

No meeting; no quorum; shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 4, 1908.

Shipping dull; prospects better.
B. L. HAMILTON, Agent pro tem.
P. O. Box 334. Tel. 225.

Portland Agency, Feb. 3, 1908.

Shipping dull; prospects poor.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 2, 1908.

No meeting; no quorum; shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 3, 1908.

Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Jan. 27, 1908.

Situation unchanged.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 6, 1908.

Regular weekly meeting was called to order at 7:30 p. m., H. Frazer in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Jan. 30, 1908.

Shipping slack.
JOHN MEADE, Agent.

San Pedro Agency, Jan. 30, 1908.

Shipping very poor.
CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Feb. 7, 1908.

Regular weekly meeting was called to order at 7:45 p. m., Fred. Swanson presiding. Secretary reported everything quiet and that the packers are preparing for the coming season as usual.

A committee on wage scale and conditions for the coming season, composed of members representing the various districts in Alaska, was elected. Nomination of officers for the ensuing year were made. Twenty-five dollars were donated to the American Federation of Labor to be used as part of defense fund in suits brought against it by the "unfair" Buck Stove and Range Company.

Wages and conditions for the coming season will come up for discussion at every meeting hereafter, and all members in port are requested to attend.

I. N. HYLEN, Secretary.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 3, 1908.

Situation quiet.
V. A. OLANDER, Secretary pro tem.

DIED.

Christopher W. Hansen, No. 1919, a native of Norway, aged 40, died on the schooner Resolute, at Bellingham, Wash., on Feb. 1, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

REWARD FOR FINDING WRECK.

Fifty thousand dollars may be earned by some man who has inventive genius enough to devise a way for locating a sunken wreck in Lake Michigan.

Somewhere, probably from three to five miles from shore, near the southern end of Lake Michigan, lies the hull of the steamer Chicora. Still to be earned, \$50,000 reward stands for the man who will place a buoy over the spot where the vessel rests.

This reward was offered by Commodore Graham, of the Graham & Morton line, immediately following the loss of the Chicora, and has never been withdrawn.

Strenuous efforts have been made to locate the wreck. Vessels searched the open lakes for days. Tugs with long drag lines scoured the bottom of the lake in an effort to fix upon the place where the vessel went down with its human freight and its valuable cargo of flour.

The Chicora was a new vessel. She was equipped with modern machinery and the boat with her cargo represented a fortune to its owners—a fortune that, it is believed, might be recovered could the spot be located where the vessel went down that stormy night thirteen years ago.

All that day and night and the day following—while the Chicora was battling with the winds and waves and blinding snows in mid-lake, her fate unknown, an old man sat the long hours through in a tower in a house in St. Joseph, Mich. With a powerful glass he swept the surface of the stormy lake, hoping for a glimpse of the vessel.

On the boat were friends and neighbors—the crew. On the boat was a fortune of his own. And for thirty-six hours he strained his eyes for one glimpse of a white hull and a smoking single stack that would tell him the boat and its freight—human and other—were safe. But he caught none. And no human eye rested on the Chicora after her lights disappeared as she steamed out of Milwaukee harbor that winter's night.

Thirteen years ago, January 21, 1895, the steamer Chicora, of the Graham and Morton Transportation Company, with her precious cargo of human freight, went to the bottom of Lake Michigan off South Haven. Not a man of the twenty-nine on board the Chicora when the vessel left Milwaukee for St. Joseph, Mich., ever returned to tell the tale of the disaster.

The Chicora left Milwaukee for her destination on the eastern shore on Sunday night, January 20, 1895. Owing to the lateness of the season and threatening weather, there were no passengers aboard the vessel and but one person beside the crew—Joseph Pearl of St. Joseph, who was a guest of the purser. The other twenty-eight persons comprised the crew of the boat, none of whom was ever heard of again. Nothing but a few pieces of timbers, some of the doors and parts of the cabin of the Chicora were ever located. These and a tiny cocker spaniel that had lived aboard the boat for many months, the pet of both passengers and crew, alone came back as mute witnesses of the disaster of January 21,

1895. The wreckage was found several days after the Chicora foundered, while the spaniel, covered with ice and nearly dead, was picked up afloat on the ice field off South Haven near where it is conjectured that the ill-fated Chicora was lost.

The theory of marine men is that Captain Stines headed the Chicora straight for St. Joe on leaving Milwaukee, and that when he neared the Michigan shore he ran into the immense fields of ice that had been driven to the head of the Lake by the gale. Unable to enter St. Joe harbor, he headed his boat for Chicago, the nearest port of refuge under the conditions prevailing. Caught in the trough of the seas, burdened by the mass of ice in which the vessel was encased, her cargo of flour an added danger, the vessel rolled over and went down without a minute's warning.

The storm lasted for three days with but little intermission. The temperature was below zero and the wind blew with a velocity of fifty miles an hour the greater portion of the time.

It was not until the storm had subsided three days later that there was any certainty as to the fate of the boat. Searching parties were out scouring the eastern and southern shore from Grand Haven to Chicago, and some of these parties discovered pieces of floating wreckage three days after the boat was due. These pieces were from the cabin of the boat that were easily detached and had probably floated free as the Chicora took her plunge to the bottom of the Lake. This wreckage, together with the fact that no news of the vessel could be obtained from any of the Lake ports, turned doubt into certainty that twenty-nine human lives and \$100,000 worth of property had been claimed by the seas.

Captain Edward Stines was in command of the boat at the time of the disaster. His son, Benny Stines, was first mate.

LIGHTS FOR LAKE MICHIGAN.

Representative Stafford, of Milwaukee, is preparing four bills greatly desired by marine interests of the Great Lakes. Major W. V. Judson, United States engineer at Milwaukee, who has been at Washington, D. C., for several days, left on January 21 for New York, whence he will return West. He came to Washington to consult with officials of the Lighthouse Board in reference to the establishment of additional lights at the head of Lake Michigan. These lights have been recommended by the Lake Carriers' Association. Major Judson consulted on the subject with Representative Stafford and is hopeful that favorable action may be had at this session. It may be said that the bills will provide for a permanent deep water light to cost \$250,000, a lightship to cost \$75,000, a fog signal station to cost \$40,000 and a buoy to cost \$7,500.

Ore dock No. 1, the southernmost of the South Shore ore docks and the oldest one in Marquette harbor, is being torn down. The old dock saw more than a quarter of a century of service. It was built in 1881 and was only abandoned about a year ago.

COLLISION BY SUCTION A MYTH.

A naval architect, speaking before the recent convention of steamboatmen at Washington, pronounced to be a fallacy a theory as old as the history of wrecks on ocean or Great Lakes. He discussed the matter of suction.

Two-thirds of the collisions between large boats are said to be due to this cause. How often have captains been heard thus to explain a wreck: "I got in his area of suction. I threw the wheel hard to port and I know the other fellow tried to get away, but we were drawn together. We couldn't turn."

Skippers of racing boats are often heard to remark in telling the story of a race: "I came up from behind and got in his suction. He couldn't pull away from me." It is an acknowledged fact among racing men that a boat can increase its own speed and deter a rival by lapping the stern of a boat ahead. The boat behind seems to draw the other back, while the boat ahead tows the boat behind and is unable to escape except by turning aside, when the other boat is apt to forge ahead.

Yet the technical man says there isn't any such thing as suction between vessels. That as a matter of fact two vessels passing in close proximity are shoved rather than drawn together. He illustrated his point with a tube with two bulging ends and a channel, half the size of these equal ends, connecting them. When water was pumped in at one end, or at any point in the tube, the pressure was found to be twice as great in either end as in the slender middle portion.

This, the speaker said, explained the true reason for collisions. Between the passing boats perhaps there is a foot of water, on either side the whole body of the ocean, lake or river presses. The pressure from the outer sides is greater than that between the boats as the ratio between the distance from the vessels to shore and their distance apart. The vessels are shoved together by the weight of water itself.

COOKS AND STEWARDS.

The Marine Cooks and Stewards' Union of the Great Lakes has elected the following members to meet the Vesselowners next spring: General-Secretary Walker, John Egan, E. J. Allen, Frank McPherson, G. W. Falker, Jos. P. Linegar and Otto Schwartz. The annual election of officers will take place at all branches and agencies of the union on Monday, February 3.

The steamer Cornell, of the Pittsburg Steamship Company, which is holding a cargo, will be the first boat to be unloaded at the new coal dock of the Duluth, Mesabe & Northern road at Duluth. The new coal dock is not only one of the largest at the Head of the Lakes, but is of the most modern construction and the different mechanisms installed embody the latest improvements for the rapid and economical handling of coal. The dock is 3,000 feet in length and 600 feet in width. The storage capacity is 700,000 tons.

MARINE ITEMS.

More vessels are enrolled at Cleveland than at any other Lake port, their total tonnage aggregating 746,995 tons.

Nine Lake vessels were sold last season and taken to the coasts east and west. Their total carrying capacity was 20,200 tons.

The steamer Thomas F. Cole was given the longest message ever put on board a boat at Port Huron. It was a 275-word wireless dispatch.

The big steamer J. P. Morgan was loaded with 11,500 tons of ore at Duluth in three and one-half hours, establishing an ore loading record for that port.

There are under construction at five American and Canadian ship-building plants on the Great Lakes forty-two vessels to be delivered during the season of 1908.

Fire underwriters have told the Duluth city authorities that a steel fireboat with a capacity of 9,000 gallons a minute ought to be provided for the protection of the water front.

The Canadian Shipbuilding Company has sold its Toronto property and will devote its energies to the plant at Bridgeburg, Ont., where it has 125 acres. It is said that financial difficulties had something to do with the change.

August was the record month in the history of the marine postoffice at Detroit, 76,176 pieces of mail matter being put on board passing vessels. During the same period there were 27,580 pieces of mail taken from passing boats.

Just forty-eight hours after the steamer Kopp was launched at Ecorse by the Great Lakes Engineering Works, steam was gotten up in her boilers. This is believed to be a record as to time in raising steam after launching a vessel.

As an indication of the growth of Canadian Lake commerce the fact that the value of steel tonnage moored at Owen Sound this winter is \$3,500,000, speaks pretty loud. There are also a number of wooden vessels moored there.

The first edition of Beeson's Maritime Directory of the Northwestern Lakes came from press on May 12, 1888. Owing to the sale of this directory at the World's Fair at Chicago, two distinct editions of the work were printed in 1893.

The Reid Wrecking Company, of Sarnia, has sold the old steamer Germanic, which was burned some time ago, to Georgian Bay parties. The Germanic will be overhauled and equipped with a derrick, in order that she may carry lumber from Georgian Bay to Ontario points.

United States Senator Smith, of Michigan, introduced a joint resolution appropriating \$275,000 to enable the Secretary of War to immediately continue the necessary work on the harbor of refuge at Harbor Beach, Mich., in order to maintain a channel and secure the benefits of work already done on that harbor.

MASTERS APPOINTED.

Captain J. M. Johnston, who has had a number of commands in the fleet of the Cleveland-Cliffs Iron Company, has been appointed fleet captain and will be ashore during the coming season. J. H. Sheadle has appointed the masters of the fleets managed in the Cleveland-Cliffs office to the following commands for the coming season:

CLEVELAND-CLIFFS IRON CO.

Steamer	Master.
William G. Mather.....	H. H. Parsons
J. H. Sheadle.....	S. A. Lyons
Michigan.....	T. E. Murray
Ishpeming.....	C. A. Anderson
Pontiac.....	R. A. Gaskin
Frontenac.....	F. D. Perew
Choctaw.....	P. A. Anderson
Andaste.....	J. A. Kennedy
Cadillac.....	H. A. Murphy
Pioneer.....	George Trimble
Falcon.....	W. T. Mooney
Schr. Chattanooga.....	M. J. Pidgeon

HOPKINS STEAMSHIP CO.

Centurion.....J. A. Stewart

PRESQUE ISLE TRANSPORTATION CO.

Peter White.....S. N. Murphy
Presque Isle.....F. A. West
Angeline.....C. R. Ney

INFORMATION WANTED.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.168 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA....Box 235
KINGSTON, ONT., CANADA....(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Peiper Heideick, Joe Walcott, Big Bear, Diamond D, El Tiladdo, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburgh Expanded Metal Co., Pittsburgh, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Pianos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Ames Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

THE BOYCOTT IN HISTORY.

(Continued from Page 7.)

justice, and failing direct redress for that injustice, he seeks the aid and assistance of his fellows. He goes or writes to his friends; he explains the case to them, and he urges them to assist him. The only manner in which they can assist him—the only manner in which it can be done, as has been noted in the pamphlet of the "Citizen of Philadelphia," that is at once constitutional, lawful, peaceful, rational and effective, is by withholding patronage, the exercise of an individual right of the citizen, exercised in a collective way by a number of citizens, by concert of purpose, it is true, but none the less an exercise of an individual right.

I am satisfied that that right has always been exercised by men in times past, and that it always will be exercised by men. The moment that you can deny by any process, legal or otherwise, by injunctions or by statutes, the right of one man to withhold his patronage from another, and to go to a third person and get him to also withhold his patronage from the first party, that moment you make men so many slaves. They have that moment lost the one quality of individual freedom, which makes all the difference between liberty and slavery.

I have taken up too much of your time, gentlemen. I apologize for having done so, and particularly to the gentleman who is to follow me. I can only assure him that I shall give him as patient and respectful a hearing as he has accorded me.

I said at the outset that I would not attempt to discuss this subject from a local standpoint, but that I would confine myself, as I conceived it to be my duty by a reading of the question itself, to the historical aspects of the question. If there be one thing in the history of the American Revolution that is written larger than anything else, it is the fact that the American Colonists put a boycott, to use that homely, and, to some, disagreeable and "un-American" expression, upon the British merchant and the British Government, with the purpose of compelling the British Ministry either to raise the obnoxious taxes, or to quit their offices.

I have upon numerous occasions made the statement, and I here repeat it—you, of course, reserving to yourselves the right to accept or reject it—that if we are going to apply a nationality, if we are going to give any color of nationality to the boycott, instead of calling it an "un-American institution," we must recognize that it is one of the most American of all institutions. It is the institution more commonly and popularly adopted by the people of the Colonies in pre-Revolutionary days than any other, the institution which did more than any other to bring the Revolution to a head, to inspire the people, to unite them, and to make effective their efforts for political independence.

Mr. Toastmaster and Gentlemen, I thank you for the honor you have extended to me, for your courteous and patient attention under adverse circumstances, and repeat now what I said at the outset, that since the American Revolution stands for the spirit of human liberty, the one epochal event in the history of the world that has inspired humanity with new hope and that will continue to inspire the nations and the peoples of the earth with hope and courage, to secure their own political enfranchisement, you may count me among the innumerable host of admirers, beneficiaries and sons of the American Revolution.

I thank you. (Applause.)

NIAGARA OF BRAZIL.

United States Consul George A. Chamberlain, of Pernambuco, sends a comprehensive description of the Paulo Affonso Falls and the San Francisco River, situated in that part of Brazil. The falls are 230 miles from either Pernambuco, which has a population of 200,000, or Bahia, with 230,000 people. The average volume of the river is 1,000 cubic meters (1 cubic meter=35.316 cubic feet) per second, and between Jatoba and Piranhas, a distance of about 65 miles, the fall is 756 feet, 400 of which takes place in the rapids, extending about 15 miles. This vast undeveloped water power will become in time the nucleus of a great industrial circle. A new cotton mill is being erected near Penedo, and there are a few other small factories using this power, but these little establishments are almost nothing compared to the industries which the great river should foster.

Lady Ernestine Hunt, eldest daughter of the Marquis of Ailesbury, owns and operates a horse ranch at Calgary, Alberta, on a stretch of land nearly 40,000 acres in extent.

AUSTRALIAN LINE DESIRED.

United States Consul-General William A. Prickett, writing from Auckland, tells of the regret in New Zealand over the suspension of the steamship line from the United States to Australasia and the need for such a service: "The United States and New Zealand are particularly interested in first-class intercommunication. Their trade, which has increased nearly 300 per cent in the last ten years and now exceeds \$10,000,000 annually, demands a fast mail, passenger and cargo service to and from San Francisco at intervals of not more than three weeks. The boats in this service should be as good or better than those of any line now plying between Europe and Australasia. This line, for obvious reasons, should touch at Honolulu and Pago Pago and carry the American flag. Such a fast mail and passenger line from San Francisco to Sydney, calling at Auckland outward and inward, would be of great value to New Zealand, and also to the United States, for the following reasons: First, if the boats were not less than 10,000 tons burden, capable of making an average of 16 knots an hour without forcing, with up-to-date cabin accommodation, there would certainly be steadily increasing travel from Europe by this route, incidentally leaving considerable sums of money in the United States; second, the trade of the United States with Australasia, now amounting to over \$40,000,000 per annum, would be conserved and increased. There are great possibilities in future trade with these British commonwealths, considering their large areas, abundant prosperity, and increasing population. Third, a great international route like this passing through our most important Pacific port would greatly aid the development of our whole Pacific Coast, and, fourth, the United States would have the needed regular communication with its possessions in the Samoan Islands.

"If the United States wishes to secure the important advantages mentioned it should act before a permanent satisfactory service shall have been established via Vancouver. New Zealand is not getting the accommodation it needs, for the Vancouver service is slow, does not touch at Auckland, and mail connections have to be made via Fiji outward and Sydney inward. Since the withdrawal of the Oceanic line there have been many complaints from the merchants of Auckland and other parts of New Zealand. Now that the boats have been taken off it is realized that more strenuous efforts should have been made to retain the service. That the merchants of Auckland are anxious for a better mail service as soon as possible was evidenced at a recent meeting of the Auckland Chamber of Commerce. A motion was carried 'that the chairman be empowered, in the name of the chamber, to make representations to the Government in the direction of securing an improved service.'

"A service such as has been described, making it possible to make the voyage from London to Auckland in twenty-six days, and from San Francisco to Auckland in sixteen days, would have to be subsidized sufficiently to guarantee the owners from losing money at the start. After a few years it might be necessary only to pay for the actual cost of the transportation of the mails."

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
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EUREKA, Cal., P. O. Box 327.
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Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

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SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Harold Olsen is requested to send his address to his brother, G. I. Olsen, 1069 Hampshire St., San Francisco. The latter wishes to communicate with the former on matters of importance.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

RETROSPECTION.

(Continued from Page 3.)

outgrowth of the voluntary increase granted the forward hands, and cooks, stewards, etc., a few days before, which inspired the afterguards to demand a proportionate increase also. Which again illustrates the venerable economic truth: That all genuine enduring progress must begin at the bottom. The companies exhausted every effort in their attempts to retain their old officers on the old terms, but when they found them invulnerable alike to taunts, cajolery, promises or threats, and especially after they learned that the harbor boatmen had lined up with the ships' officers and absolutely refused to move or dock any ship, or transfer any freight, until the demands of the masters, mates, etc., had been conceded, they climbed down again as gracefully as possible, and everything went on as smoothly as before.

At this point in the strenuous proceedings the following verbatim copy of an official letter addressed to the Harbor Boatmen's Union may prove interesting and not be deemed out of place:

United Harbor No. 1, American Association of Masters, Mates and Pilots.

Office of the General Manager, 21 State St.
New York, May 14, 1907.

Gentlemen:

I have been instructed to extend to you the sincere thanks of this Association for your noble efforts in assisting us in putting through successfully the wage scale covering the coastwise steam vessels.

With your grand support, we did not in the least fear for our welfare, and we trust the time will come when we may be in a position to reciprocate.

Very truly yours,

WILLIAM E. DOW, Secretary.

The determined and concerted action of the masters and mates in this instance has been most gratifying to the organized seamen of all grades. Heretofore the brass-bound gentlemen in the after quarters have always manifested a supercilious "better than thou" attitude toward the men who dwelt under the fore-castle head, but since then, closer and more cordial relations have existed between us, until today nearly all coastwise ships in which the selection of the crews is left to the option of the mates and engineers, carry union men, either exclusively or at least by preference.

The organizing propaganda inaugurated by the International Seamen's Union of America, at its eleventh annual convention, has been vigorously and conscientiously pursued throughout the past year by Organizer Benson and his able corps of efficient and industrious co-laborers. And it still continues with increased force and along broader lines.

In New York alone 7000 seamen of all grades were organized during 1907, nor were the outlying ports in anywise neglected, and in all and each of them proportionate results were achieved.

The progress of the Harbor Boatmen's Union of New York during the past year was simply astonishing, and the material improvement and local standing they have gained in consequence is most gratifying to themselves and fellow-unionists along the front. Starting from nothing at all, they have successfully organized all the towboats

and many of the other river and harbor craft operating in and around New York Bay and its estuaries.

The movement among them seemed to be almost spontaneous, and they all seemed to respond by common impulse to the call of the International Union to get in line.

And now, under the capable direction of Secretary Sanderson and Delegate McLaughlin, they are conducting a flourishing business on an intelligent basis from their headquarters at 85 West Street, Manhattan. Already the Harbor Boatmen have succeeded in securing a substantial increase in wages all around, of from 25 to 75 per cent above the old rates; not to mention the obliteration of old, long-standing and aggravating abuses.

These men deserve to be congratulated, and that right heartily, by all concerned for the manly stand they have taken in their own behalf, as well as for their prompt recognition of the pre-eminent advantages of national and international affiliations among seamen of all grades.

The Marine Cooks and Stewards' Association shows rapid and healthy development under the direction of Secretary Griffin and his efficient staff of delegates and organizers.

The Association has already outgrown its present headquarters, office, meeting room and all, and they are impatiently awaiting the termination of their present lease in the spring, when they propose to relieve the present congested condition in their quarters by tearing away a few intervening bulkheads and taking possession of the whole floor.

The Marine Firemen's Union, at 15 Union Street, Brooklyn, has, perhaps, made the least progress of any of the marine unions at this port during the past year. Yet they have more than held their own and manifested an abiding faith and firm determination. Their lack of natural progress was due to two unfortunate facts: On the one hand, they were handicapped by a standing dispute over jurisdiction with a kindred organization, and on the other by the unorganized condition of the Latin firemen, who constitute the fire-room crews of many of the coastwise steamers.

It is satisfactory, however, to know that the first of these obstacles has been entirely removed, and amicable relations restored, thanks to the assistance of the International Seamen's Union; and the second difficulty is being gradually eliminated by a special staff of organizers under Organizer Benson. It seems reasonable to expect rapid and permanent progress among the firemen during the present year.

The Atlantic Coast Seamen's Union made very commendable progress during the past year, and is still holding a true course with flying colors, despite the business depression and general stagnation. The depression has been most keenly and severely felt all along the Atlantic seaboard during the present winter, and the spirit and temper of our members have been most severely tried. Yet the men have held well and loyally together, even when they have been laid up in enforced idleness for months. Naturally, some of them have evinced a disposition to exercise their ancient prerogative and "growl." But, although we have heard many a heartfelt and deep-seated growl directed against the "hard times," the tied up vessels and the sloppy weather, etc.,

etc., we have yet to hear a single derogatory sentence aimed at the Seamen's Union by any man who calls himself a member. And in spite of all this idleness and widespread distress, it is pleasing to note that practically all the hundreds of seamen who have been compelled to hold the beach all winter are in good standing, and that, instead of a falling off, there has been a steady and constant increase both in membership and funds throughout this dismal season in the Atlantic Coast Seamen's Union.

The year 1907 is gone to join the departed aeons of the past, but its memory will ever remain with us, as marking a new departure in the development of the International Seamen's Union of America on the Atlantic Coast. Requiescat in pace!

THE BEACHCOMBER.

WOMEN IN INDUSTRY.

An official report of the Board of the Prussian Inspectors of Industry shows that 583,310 adult women were employed during the year 1906 in the industries of Prussia. This means an increase over the preceding year of 5.6 per cent, while the year 1905 showed only an increase of 4.6 per cent over the year 1904. The total number of women laborers would have reached still higher in 1906 if this had not been counteracted by the scarcity of laborers. Among the various industries employing women workers the textile branch comes first, with 120,353 adult female workers. Linen and under-clothing comes next, with 77,413 women. In other lines 54,800 women were employed in chemical cleaning, 35,698 in cigar manufacturing, 26,448 in metal working, and 24,418 in factories making instruments, apparatus and machine tools. After the industries mentioned, the greatest increase in the employment of female labor is found in mining and the polygraphic industry.

In regard to the coming law respecting the ten-hour working day for female labor, it will be interesting to consider what the present condition of labor is. In Prussia among trades in which most women were employed who worked more than ten hours a day, in most cases eleven hours being the rule, brickmaking occupies the first place, with 19,553 women workers. The sugar and jam factories also worked more than ten hours. It was the same to some extent in the textile industry, but, on the whole, this branch showed an inclination to shorten the hours of work. In all other industries it was an exception to work more than ten hours. In 1902, there were only 69 factories which had adopted the English factory work period, while in the succeeding three years 471 more factories put it in force, and, in 1906, 267 additional factories adopted the system.

The condition of female labor in Prussia has become much better, in spite of the exceedingly high industrial activity, in that overtime has greatly diminished as compared to 1905. In 1906, there were 572 factories licensed to employ women beyond the legally prescribed hours, the number of the women affected being 36,854, whereas, in 1905, there were 589 such factories, with 55,951 women employees.

American blooded milch cows are being exported to Japan. The steamship Tango recently carried a shipment of fifty, mainly Jerseys, consigned to Yokohama.

World's Workers.

A federation of the northern, southern and western coal miners' unions in New South Wales is now completed.

The Soap and Candle Workers' Unions in South Australia, Victoria, and New South Wales, are taking steps to federate.

Another check on sweating children has been introduced in the New South Wales Assembly, in the shape of a Minimum Wage bill.

The New South Wales Registrar's report for 1906 shows that at the end of the year there were 136 unions, with a registered membership of 88,478.

Brisbane (Australia) coopers have built up a good union, and recently they have received benefits from it in the shape of a standard wage of £3 per week and an eight-hour day.

The Virginia Mine Proprietary at Eagleshawk, Australia, have locked out the miners owing to their refusal to submit to the humiliation of being searched when coming off shifts.

The difficulty existing between the Slaughtermen's Union and the Sydney Meat Preserving Company at Auburn, Australia, has been settled in favor of the men, who had a union at their back.

There is a big rush in New Zealand for workers' homes built by the Government, and rented, with the option of purchase, to wage-earners. Rack-renting landlords as a consequence are furious.

A movement is now on foot in organized labor circles for the purpose of bringing the industrial legislation of the various Australian States under the control and administration of the Commonwealth Government.

Millar, the New Zealand Minister for Labor, is wise in his generation. Having drafted an amendment to the Conciliation and Arbitration Act, he has submitted it to the unions for their approval or rejection.

New South Wales labor organizations are about to take steps to counteract the lying tales of immigration touts, in England and South Africa, by the publication of the truth in connection with the condition of the Australian labor market.

A Japanese Imperial ordinance, which was promulgated in 1898, forbids the employment of foreign labor in Japan except under limited conditions, which restrict such employment only to the old treaty ports where foreigners congregate.

A big effort is being made in Sydney, Australia, to unite more closely together all branches of the clothing trade industry. When that is accomplished, the Sydney men intend to lend a hand and help their Queensland mates to follow the good example.

Already attempts are being made by unscrupulous employers to bring unlawful pressure to bear on workmen, in order to defeat the intention of the Australian Federal Parliament, in protecting the wages of employees under the excise clauses of the new tariff.

All the Spaniards employed in the sugar-fields in the Geraldton (Australia) district have gone on strike against the planters' agreement. Seven of them have been sentenced to four months' imprisonment, and twenty-one others have been jailed for loyalty to their mates.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Seattle, Wash., Letter List.

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Adams, Chas.	Johansen, K. F. -1677
Ahlstedt, And.	Jorgenssn, H. -1925
Akesson, H.	Jorgensen, Olaf
Alfson, K.	Johanson, J. F. -1462
Andersen, E. -1149	Johansen, O. K.
Andersen, O. S.	Johnson, H. L.
Andersen, Victor	Karlson, Oscar
Andersen, L. T. -735	Karlson, Victor
Andersen, Aug.	Kalning, Jacob
Andersen, H. M.	Kammer, A.
Andersen, A. -1520	Kelder, Edmund
Andersen, Chas.	Khalbetzer, F.
Andersen, O. -1531	Klaesson, Karl
Andersen, Andrew	Klahn, Chas.
Andersen, Olaf.	Koppen, B. O.
Andersen, O. L.	Kristoffersen, Emil
Andersen, Eschl	Kristiansen, Gustav
Andersen, J. -1514	Kushel, V. J.
Andersen, Gus	Kummerlowe, O.
Andersen, J. -1492	Kuselue, Pete
Andersen, Axel P.	Lain, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Laix, U. E.
Benghsen, I.	Larsen, F. -1098
Behrsin, J.	Langvort, C.
Becklan, J.	Lange, C.
Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
Bhom, Adolf	Leonhart, Alf.
Billington, M.	Lersten, J.
Birklund, R.	Lewis, Geo.
Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Boliman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
Campbell, Geo.	Lind, Gust.
Carlson, C.	Lockey, Harry
Carlson, A. M.	Loterus, M. P.
Carlson, A.	Lorntsen, J.
Capella, H.	Lundquist, A. -1352
Carlson, Jacob.	Lubeck, R. A.
Cashineyia, Manuel	Luby, W.
Cameron, Fred	Lund, H. C.
Corl, V.	Lysell, Geo.
Cella, Ed.	Mason, S.
Cesner, Chas.	Mayers, P. M.
Christensen, Einar	Masteron, D.
Christiansen, P.	Markman, H.
Christiansen, Fred.	Meheut, Joe
Christensen, Otto	McSweeney, M.
Christofersen, And.	McKenna, P. J.
Charleson, M.	McAdam, J.
Christensen, J. -965	Mitchell, C.
Clarkson, C.	Miklitt, E.
Courtney, Alf.	Mortensen, J.
Colby, Ernest	Morris, E.
Cortes, P.	Morse, Ben
Crentanl, Louis	Murphy, R.
Curran, Nicholas	Nass, Axel
D. R. F. No. 4	Nellson, E. -126
Danielsen, Ernest	Nilson, S. -731
Dinwood, J. H.	Newman, John
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Edvardson, John	Nilson, K. E.
Edelman, Gunnar	Nilson, M.
Elmke, W.	Norris, J. E.
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Erikson, A.	Nyberg, Eric
Erikson, Olaf	Nyherg, Eric
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Fitzgerald, H.	Olsen, Albert
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Forslund, Wlcher	Olsos, Otto
Follon, Thomas	Olsen, Harry
Fredrikson, C.	Olsen, Christ
Frankenberg, V.	Olsen, Anton
Frisland, Chas.	Olsen, G. E.
Fyhn, A.	Osses, A.
Gad, Vincent	Osterholm, G. W.
Garten, Olaf.	Owens, J. H.
Gabrielson, Gust.	Pankhurst, Thos.
Gartsson, F. J.	Palmer, J. H.
Garbers, H.	Paulson, O. -1183
Gamber, Jas.	Paulson, Paul
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Hansen, H. C. F.	Rasmussen, R. -525
Hardy, W. -606	Rasmussen, Fred
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Hanson, Maurice	Reinmann, Chas.
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Hagman, H.	Rommel, Anders
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Hawkes, W. J.	Sampson, C.
Hansen, Ole T.	Sande, A.
Henninge, S. J.	Sauer, C.
Hermansen, Frantz	Samuelson, A. M.
Hilgesen, H.	Samuels, J.
Herre, Edmond	Scott, E. G.
Heggerson, Louis	Schubert, Max
Hovdi, Paul	Schuherg, F.
Holm, John	Scherlau, Rob.
Haygaard, T. S.	Schmitt, F.
Holmes, T. A.	Schafer, Paul
Haglund, R.	Schultz, W.
Hofslund, M. B.	Schulze, Aug.
Huersen, S. B.	Sebellin, Chr.
Jacobson, John A.	Seddon, R.
Jacobson, Hans	Shannon, H. C.
Jensen, P.	Simonsen, B.
Jensen, Ludvik	Sivertsen, Anton
Jorgensen, Alfred	Sivertsen, S. B.
Johnson, J. -983	Slemers, B.
Jorgensen, Wm.	Smith, Ed.
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Johansen, H. -2126	Soyland, Arthur
	Soderholm, Alaric
	Sovik, C.
	Soenvecke, A. -1321
	Staff, C.
	Stander, A.
	Steine, I. L.

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Andersen, F. Karlsson, A. M.
Andersen, Geo. Chr. Larsen, F. -1113
Andersson, A. Lyche, Harris M.
Andreasen, Nels Lindeman, A.
Bjorkman, Chas. Lang, G.
Bluhm, Peter Le Fevre, Louis
Bauwens, Edmond Lange, F.
Bergh, Edw. Lettre, Honore
Bostrom, Nils A. Maack, Hans
Bartels, H. Nelson, Chas.
Cone, Pierre Nilsen, Edvin
Dalton, Thomas H. Nordstrom, Knut O.
Dahl, John Nurmi, E. W. -865
Eriksen, E. Nurminen, J. V.
Ehlers, Henry Nordenberg, Alf.
Elving, Gust Nelson, Louis
Eliassen, O. E. O'Malley, John
Fohvig, John Olsen, Gunval
Goethe, Viktor B. Olson, Albert
Griel, Bernherdt Olson, Olaf
Gustafson, A. Olson, Arthur G.
Hansen, John Ordig, Bruno
Hansen, Harold Petterson, John
Hansen, H. Petterson, Harold
Hansen, George Petterson, Gustaf E.
Hanson, Aldan -1018
Haagensen, Martin Petersen, Ed.
Hartman, Karl Pholmann, Hans
Hogen, Bernt Rasmussen, Adolph
Hesse, Erich Rosbach, Walter
Hegan, Paddy Raetz, Aug.
Hansen, Geo. J. -1267 Rosenvold, Isak
Henriksen, P. Russell, Ed.
Ivers, John Selander, Gus.
Jakobsen, Ole Staaf, Louis
Jacobson, John Smith, Max
Jansen, Harald L. Sepala, T.
Johannessen, Hans Schmidt, Fritz
Jensen, Hans Swedesen, Carl
Janson, Oscar Tyrholm, Johan
Jonsson, C. A. Thomson, John
Jahnke, Arthur Tornbeck, R.
Johnson, Andrew Vincent, Joseph
Johansen, F. B. Viebrock, Chas. H.
Johanson, A. J. Werner, O.
Kristoffersen, Emil Wilsen, Anders
Kaderhecht, Alf Waltner, M.

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Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
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In order to dispose of the present stock quickly we have marked it down to one-
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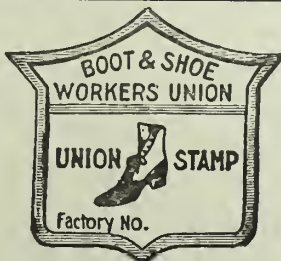
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Pt. Townsend Letter List.

Enchom, Carl R. Larsen, Anton
Eliassen, C. E. Larsen, L. K.
Evans, Stanley McLennan, Donald
Grew, Jorgen Olsen, Alfred
Heine, C. Stachenssen, C.
Helms, William Syvertsen, Syvaret
Hartman, Karl Sande, Anton
Knopff, Fritz Tugland, Karl

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UNIONISTS**

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Stamp, as shown herewith.

Ask your dealer for Union Stamp Shoes, and if he cannot supply
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See that this label (in light blue)
appears on the box from which
you are served.

**Home News.**

Two New York banks closed their
doors on January 29.

Nine miners met death in the New
River colliery, forty-five miles from
Charleston, W. Va., near Hawk's Nest,
on January 30, in an explosion that
partly wrecked the mine.

The Dominion Government has de-
cided to lend some \$4,000,000 to the
farmers of the new provinces of Al-
berta and Saskatchewan, whose crops
were a failure, to purchase seed grain.

The Missouri Supreme Court has
decided that the law requiring that
free transportation be given to ship-
pers with each carload of live stock
by the railroads of that State is un-
constitutional.

William J. Bryan was unanimously
indorsed for the Presidential nomina-
tion at a joint caucus of the Demo-
cratic members of the West Virginia
Senate and House of Delegates on
January 30.

The Sunday closing crusade re-
ceived another impetus at Kansas
City, Mo., on January 18, when the
Grand Jury returned 142 indictments
against persons accused of working
on Sunday.

The executive committee of the Car-
negie Hero Fund Commission has
given \$25,000 to the widows and chil-
dren of the 250 miners killed last
month in the Darr mine disaster at
Jacob's Creek, Pa.

United States Senator Warren on
January 30 introduced a joint resolu-
tion calling for an amendment to the
Constitution which shall provide that
the vote of no person of the United
States shall be withheld or abridged
on account of sex.

John R. Walsh, former President of
the Chicago National Bank, which
closed its doors in December, 1905,
was found guilty at Chicago, Ill., on
January 18 on fifty-four counts of the
indictments against him charging mis-
application of the bank's funds.

The Hamilton Bank on One Hun-
dred and Twenty-fifth street and its
six branches scattered throughout the
upper portion of Manhattan and The
Bronx, New York city, which have
been closed about three months, re-
sumed business on January 20.

Judge Morris in the United States
District Court at St. Paul, Minn., on
January 23, sentenced Herman S.
Smith, a well-known politician of
Minneapolis, to three months in jail
for contempt of court. Smith was
recently arrested on a charge of jury
tampering.

Because of a falling off in street-
car travel, due to business depression,
the Philadelphia Rapid Transit Com-
pany has withdrawn 100 cars from
service and will take off twenty-five
to forty more. The sections of the
city most affected are the manufactur-
ing centers.

Several thousand men have been
turned away from the Army recruiting
stations in New York City since it
became filled with unemployed two
months ago. Every recruiting station
is so rapidly enlisting men for the
Army that the former records are in-
creased 300 per cent.

Representative Keifer, of Ohio,
chairman of the sub-committee on
pensions of the House Committee on
Appropriations, has decided that that
committee has agreed to recommend
the pensions roll of \$150,000,000 for
the fiscal year ending June 30, 1909.
This will be about \$7,000,000 in excess
of the pension roll of the present fiscal
year.

News from Abroad.

The Italian Government, through the Emigration Office, has issued another notice with the object of discouraging emigration to the United States.

The police of Lublin, Russian Poland, have unearthed a band of robbers composed entirely of women, and the leaders have been taken into custody.

Owing to recent heavy withdrawals the Copenhagen Freeholders' Bank has temporarily suspended payment. The bank's capital is about \$5,000,000.

The presence in Paris of Reiziro Wakatsuki, Vice-Minister of Finance in the Japanese Cabinet, has created fresh rumors that Japan is seeking a new loan.

The Russian Ministry of Communication has introduced in the Douma a bill to double the tracks of the Siberian Railroad, which, it is estimated, will cost nearly \$80,000,000.

A band of outlaws recently waylaid two sergeants of the rural police near the village of Cheromkhovo, Siberia, and murdered them, chopping off the hands, feet and heads of their victims.

The French Government has begun the installation of an elaborate apparatus for wireless telegraphy in the Eiffel Tower by which it hopes to be able to communicate directly with New York.

An official of the Krupp Gun Works at Essen on January 30 was arrested on the charge of betraying military secrets. It is declared that he sold the plans of certain guns which the Krupps are building for Italy.

The German Reichstag on February 7 passed the Brussels sugar convention. It adopted also a resolution to reduce the existing duty on sugar from 10 to 10 marks per metric hundredweight beginning in April, 1909.

Admiral Philibert, commanding the French naval forces in Moroccan waters, telegraphs that fourteen sailors were wounded, five of them seriously, as the result of an accident to the boiler of the cruiser Jeanne d'Arc off Tangier on February 7.

The January statement of the British Board of Trade shows decreases of \$20,832,500 in imports and \$3,314,000 in exports. The decrease in imports is principally in raw material and metal manufactures, while the decrease in exports is confined to manufactured goods.

Owing to the great distress prevailing in Belgrade, Austria, the City Council has granted allowances to the working classes. Unemployed bachelors will get 20 cents a day and married men 35 cents, with 4 cents additional for each child. The arrangement will continue a month.

After a heated debate lasting five hours an increase in the taxation bills on sugar, sake, alcohol, beer and kerosene was passed on February 4 in the Japanese Diet. The Government had a majority vote of ninety-four in every case, except in that of kerosene, on which the majority vote was twenty-four.

A movement was inaugurated at Johannesburg, S. A., on February 5, at a largely attended meeting, to boycott Asiatic traders and all employers of Asiatics. It is an outcome of the recent anti-Asiatic agitation in the Transvaal. A "white league" was appointed to further the movement throughout the colony.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aarnio, John E.
Abolin, K.
Abrahamson, As.
Abrahamson, C. A.
Adamson, J.
Ahlborg, R. W.
Ahnstrom, Axel
Aken, Emil
Akselsen, Gus
Allhqvist, F.
Alksne, August
Allen, James
Amundsen, Daniel
Amundsen, Martin
Andersen, Bernhardt
Andersen, Olaf
Andersen, Johannes
Andersen, Gerhard
Andersen, -1420
Andersen, Kristian
Andersen, A. C.
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Bacann, V.
Barney, Harry
Bartels, Herman
Basberg, Hans H.
Beansang, Eugene
Bechler, Josef
Beer, Franklin H.
Beling, O.
Bengtsson, J.
Bensson, -986
Benthien, Julius
Berentsen, Oskar
Berg, A. C.
Berglund, -1593
Bergquist, Stanley
Bernert, F.
Bertenson, Peter
Berthensen, H.J.
Bickel, Leonard
Bjerregard, Chr.
Bjork, Algot
Bjorklund, Eric
Black, John

Cain, Fred D.
Cameron, H.
Carlsen, Hans
Carlson, Edw.
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Carron, Eddie
Castro, Lucas
Chambers, A. G.
Choate, Fred
Christensen, Mads

Dahl, Olaf
Dahlbeck, John C.
Dahlman, J. A.
Daley, W. C.
Danenberg, Rudolf
Danielsen, Sigurd
Danskane, Hy
Daugul, G.
Day, H. E.
De Baere, Henry

Easton, R. W.
Edler, Carl
Edlund, J. A.
Eddy, Geo.
Ehrman, D.
Ekeland, Sigurd
Eklund, John
Elhu, August

Falck, Axel
Fasse, Johan
Faulkner, John E.
Fercula, John
Ferme, O.
Fiedler, Max
Fisher, Arthur
Follis, George
Forsman, F.

Gabrielsen, Knud
Gad, Sophus
Gahmeyer, H. R.
Gallis, Groner
Gardell, Chris
Garland, Henry
Gartz, Wm.
Gerhard, P.
Gander, Oscar

Hagensen, M.
Haakonson, H.
Haldersen, Herman
Hallstrom, J. E.
Halvorsen, A.
Halvorsen, Olaf
Halvorsen, -1418

Hammargren, Oscar
Hampe, Wm.
Hansen, -1609
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Hansen, Harold O.
Hansen, Herman
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Hansen, Hans
Hansen, Johan M.
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Isaacson, Isaac

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Jaeger, Knut A.
Jansson, Chas. A.
Jarvie, W.
Jaspersen, Martin
Jensen, Johan A.
Jensen, C.
Jensen, -1342
Jensen, Karl E.
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Andersen, Geo.
Andersen, Oscar
Andersen, Johan O.
Andersen, Frank
Andersen, -934
Anderson, Gus
Anderson, Sven H.
Anderson, -1232
Anderson, F. M.
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Anderson, Edward
Anderson, Tom
Andersson, Emil
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Andersson, -1323
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Andersson, -1481
Andersson, Otto

Blom, Nils
Bolas, Peder
Boles, Wm.
Bojesen, P. A.
Bokman, Gus
Borresen, Niels
Bourbigous, L.
Bower, Gus.
Boylan, C. J.
Brandenberg, A.
Braun, Wm.
Brechert, Th.
Bredesen, Johan
Bregler, Fred
Brelln, A. E.
Brumlinger, P.
Bruun, Chr.
Buass, Thos.
Burgwardt, R.
Burke, Simon F.
Burke, James
Burmeister, S.

Christensen, O.
Christensen, Chr.
Christensen, Peter
Christensen, J. M.
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 ner Sailors' Union Hall, S. F.

INFORMATION WANTED.

John Behrman, a native of Olden-
 burg, Germany, born 1858, is inquired
 for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of
 Tromso, Norway, last heard from in
 Adelaide, Australia, is inquired for by
 his brother. Address, Coast Seamen's
 Journal.

Hans Uren, a native of Norway,
 aged about 30, last heard of on the
 Atlantic Coast, is inquired for by his
 brother, John. Address, Coast Sea-
 men's Journal.

Hans Faroldre, a native of Aale-
 sund, Norway, is inquired for by his
 parents. Any one knowing his where-
 abouts please notify Mrs. John B.
 Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ost-
 land, sailing on the Pacific and At-
 lantic Coast, respectively, are inquired
 for by their brother, Edward. Ad-
 dress, Coast Seamen's Journal.

Lars, Fred and Carl, Herman Ost-
 land, sailing on the Pacific and At-
 lantic Coast, respectively, are inquired
 for by their brother Edward. Ad-
 dress, Coast Seamen's Journal.

Fred Thompson, a native of Got-
 enburg, Sweden, aged about 42, last
 heard of on the Pacific Coast in 1893,
 is inquired for by his brother, Charles
 Hallen, 500 Fifth Avenue,
 New York City.

W. Wilson, fireman, who joined the
 steamer Como at Barry Dock on De-
 cember 22, 1904, was last heard of at
 Spencer's Bridge, British Columbia, in
 August, 1905, is inquired for by J.
 Henson, Seamen's Union, Barry Dock,
 South Wales.

W. Wilson, fireman, who joined the
 steamer Como at Barry Dock on De-
 cember 22, 1904, was last heard of at
 Spencer's Bridge, British Columbia,
 in August, 1905, is inquired for by J.
 Henson, Seamen's Union, Barry Dock,
 South Wales.

C. J. Carlson, a native of Helsing-
 borg, Sweden, aged about 47, last
 heard of at San Francisco about eight
 years ago, is inquired for by his
 mother. Any one knowing his present
 whereabouts please address Mrs. Ho-
 keson, Ferndale, Wash.

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INFORMATION WANTED.

Rudolf Carlsen wishes to know the
 whereabouts of his brother Edward
 Carlsen, address, Sailors' Union, Box
 65, Seattle, Wash.

Wilford Lawton Easterbrook is in-
 quired for by his mother. Any one
 knowing his present whereabouts
 please notify Mrs. Nettie L. Easter-
 brook, 146 East 26th street, Portland,
 Ore.

Christian Pettersen, a native of
 Larvik, Norway, aged 22, last heard
 of on the steamer J. D. Marshall, on
 the Great Lakes, in July, 1907, is in-
 quired for. Address, Olaf M. Han-
 sen, Lake Seamen's Union, 143 W.
 Madison street, Chicago, Ill.

Herman Schmidt, No. 1767, age 23,
 a native of Germany, supposed to be
 sailing on the Pacific Coast, is re-
 quested to communicate with his
 mother, Mrs. G. Schmidt, Hamburg,
 St. Pauli, 29 Cophien-str., where im-
 portant news is awaiting him.

Carl Alfred Anderson, aged about
 50, and Johan Bernard Anderson, aged
 about 47, natives of Halmstad, Swe-
 den, last heard from at San Francisco
 16 years ago, are inquired for by their
 brother, B. A. Anderson, 310 Richland
 avenue, San Francisco.

Lewis, or Louis, Albion, sailing on
 the Pacific Coast as master-mariner
 for a number of years, and supposed
 to have died in 1898 at about the age
 of 80, is inquired for. Any one hav-
 ing any information regarding the
 above please communicate with Coast
 Seamen's Journal.

Labor News.

The W. deWees wool mill at Mc-
 Keesport will reopen on February 9,
 giving employment to 1000 men.

Ten thousand men have been laid
 off since December by the Baldwin
 Locomotive Works, of Philadelphia,
 Pa., because of lack of orders for
 engines.

President Roosevelt in a dispatch to
 Governor Sparks, of Nevada, an-
 nounces that the United States troops
 will be retained in Goldfield until
 March 7th.

After a temporary shut-down the
 New York Central Railroad Com-
 pany's shops at West Albany resumed
 operations on February 3. About 1300
 men are affected.

The Elgin National Watch Com-
 pany has posted notices that the fac-
 tory will be closed on Saturdays until
 further notice. Dullness in trade is
 assigned as the reason.

President Roosevelt on February 5
 temporarily suspended Public Printer
 Charles A. Stillings and appointed
 William S. Rossiter temporarily to
 fill the duties of that office.

The special session of the Nevada
 Legislature on January 27 passed a
 State Police bill providing for a sys-
 tem of policing in time of riot, that
 it is believed will quell all trouble in
 the Goldfield section.

Officials of the Illinois Steel Com-
 pany have announced that Plate Mills
 Nos. 1 and 2 will resume operations
 on February 3 and furnish employ-
 ment for 1500 men. The mills were
 closed two weeks previously for re-
 pairs.

The House Committee on Labor on
 January 30 agreed to report favorably
 the bill introduced by Representative
 Bartholdt, of Missouri, prohibiting en-
 listed men of the Army, Navy and
 marine corps from competition with
 civilian artisans or craftsmen.

The United State Supreme Court,
 on February 3 rendered a decision in
 the damage suit of Loewe vs. The
 United Hatters of North America,
 holding that the Hatters may be sued
 for damages caused by a boycott on
 the complainant's products.

The Louisville and Nashville Rail-
 road has reduced the salaries of all
 employes making more than \$250 per
 month. Those receiving \$400 and over
 are cut 10 per cent, while those mak-
 ing more than \$250 and less than
 \$400 suffer a reduction of 8 per cent.

The Susquehanna Iron and Steel
 Company has posted notices that it
 would start its pipe and rolling mills
 at Columbia, near Lancaster, Pa., and
 its rolling mills at York on February
 10. The Columbia plants employ
 from 1200 to 1500 men and the one
 at York 250.

A number of representatives of the
 railroad trunk lines of the country
 recently appeared before the House
 Committee on Interstate and Foreign
 Commerce and urged a modification
 of the Act of March 4 last arranging
 the hours of service of telegraph oper-
 ators, train dispatchers and other em-
 ployes.

Two more furnaces resumed work
 at Pottsville, Pa., on January 27. The
 nineteen-inch and twenty-eight-inch
 rolling mill departments at the East-
 ern Steel Company's mills also started
 up full handed. Thirty-eight collieries
 of the Reading Coal and Iron Com-
 pany, employing 30,000 men, which
 have been idle since January 23, also
 went to work, and 1000 men at the
 same company's repair shops resumed
 on reduced hours.

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Edward Bodey, born in Brixton,
 near London, England, aged about 54,
 is inquired for by his sister. Address,
 Coast Seamen's Journal.

Reier Gunderson is inquired for by
 his brother, Borre Christian Gun-
 der-son. Address Sailors' Union, 44-46
 East street, San Francisco.

Bror Henry Wilhelm Clausen, a
 native of Doderhults, Forsamlin, Swe-
 den, born 1880, is inquired for. Ad-
 dress, Coast Seamen's Journal.

August Martell, a native of Finland,
 aged about 47, last heard of on the
 Pacific Coast about 15 years ago, is
 inquired for by his brother. Address,
 Coast Seamen's Journal.

Fred Thompson, a native of Goten-
 burg, Sweden, aged about 42, last
 heard of on the Pacific Coast in 1893,
 is inquired for by his brother, Charles
 Hallen, 500 Fifth avenue, New York
 City.

Ivar Walter Lindblom, native of
 Finland, last heard of at Ketchikan,
 Alaska, about a year ago, is inquired
 for by his parents, also by his brother
 Albert. Address, 696 Fulton, or Car-
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With the Wits.

Up to Deviltry.—New York Child—"Let us play pirates."
Boston Child—"All right. Shall we pirate plays or books?"—Puck.

Corralled the Voters.—"I gave a turkey to every widow, but the other candidate beat me out."

"As to how?"

"Gave a turkey to every married man. He got the votes."—Washington Herald.

Reason for a Doubt.—"Mamma, here's a question that has always puzzled me," said five-year-old Marjorie, perplexedly. "How is it that when I am dressed I wear all my clothes, but when you dress a chicken it has nothing on at all?"

Anticipated. — Mrs. Backyard—"I saw a woman to-day who said you and I looked just alike."

Mrs. Clothespin—"Where is she? I'll damage her up some."

Mrs. Backyard—"No, you needn't; I broke her neck."—Philadelphia Press.

Preference.—"Which do you like best," asked the man who is fond of animals, "dogs or horses?"

"Dogs," answered Mrs. Torkins promptly. "They don't lend themselves to the schemes of the book-makers to get Charley's money."—Exchange.

No Wonder.—"When Borrowoughs first came into the neighborhood he was very sociable, but now he seems to want to keep everybody at a distance."

"That's natural enough; everybody is a creditor of his now."—Catholic Standard and Times.

Allaying Her Fears.—Miss Sereleaf (in street car)—"Conductor, I noticed three men smoking on the rear platform."

Conductor—"Don't worry, lady; the lace curtains are bein' laundered to-day, so there'll be no harm done."—Puck.

Said Too Much. — First Tramp—"After all, it pays to be polite, pardner."

Second Tramp—"Not always. The other day I was actin' deaf and dumb when a man gave me sixpence. I says 'Thank you, sir,' and he had me arrested."—Tit-Bits.

Cold and Calculating. — Ascum—"Did you actually have the nerve to propose to that Boston girl?"

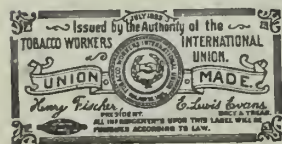
Yerner—"Yes, I told her my heart beat wildly for her alone and—"

Ascum—"She didn't believe you?"
Yerner—"No; she reached over and felt my pulse."—Philadelphia Press.

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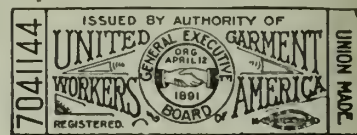
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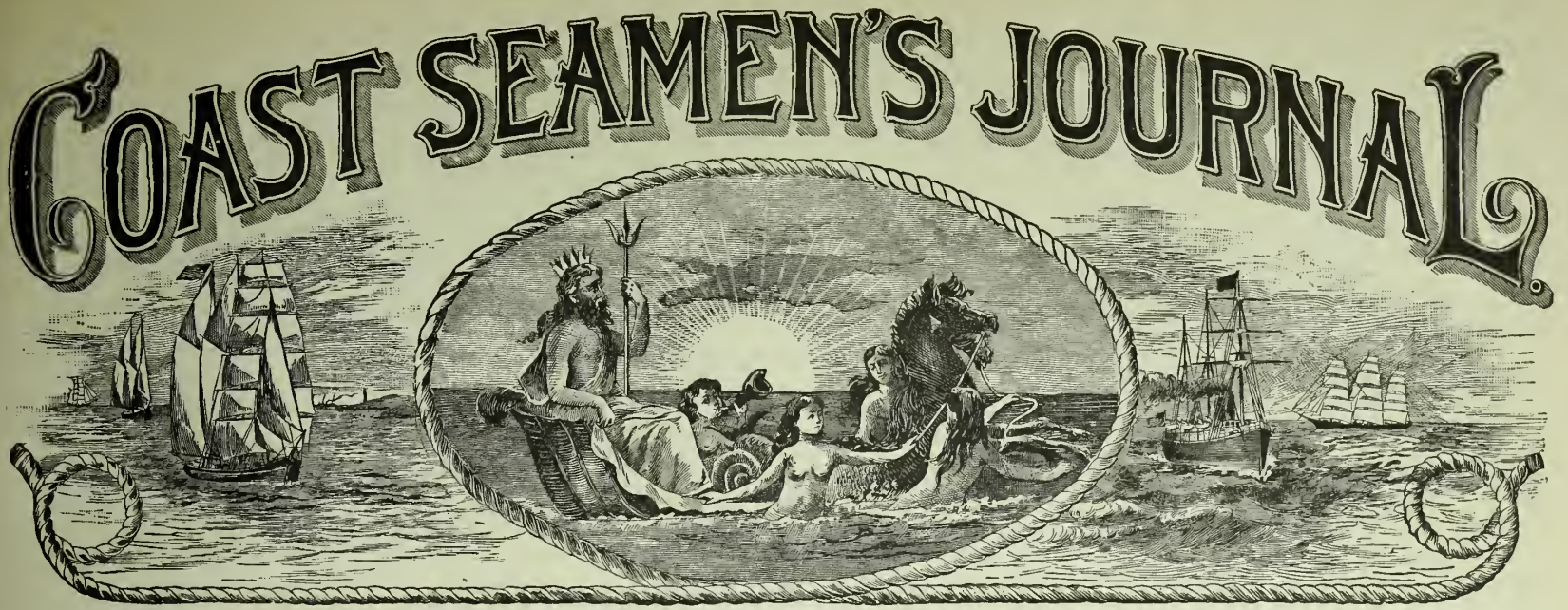
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VOL. XXI, No. 22.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 19, 1908.

Whole No. 1052.

SEAMEN'S BILLS IN CONGRESS.

ANDREW FURUSETH, Chairman of the Legislative Committee of the International Seamen's Union of America, has submitted his report on the status of the seamen's bills now before Congress. Following is Comrade Furu-seth's report in full, including complete reprints of the respective bills:

To the International Seamen's Union of America: Comrades—

In accordance with your instructions, given by the Chicago convention, that I proceed to Wash- ington to look after legislation in the interest of our membership, I have to report as follows:

Upon my arrival I found that Hon. George A. Pearre, of Maryland, had reintroduced the Anti-Injunction bill, which is now known as H. R. 94, "a bill to regulate the issuance of restraining orders and injunctions, and procedure thereon, and to limit the meaning of "conspiracy" in certain cases." Mr. Pearre was a member of the Judi- ciary Committee of the 59th Congress. He re- introduced this bill before the committees were appointed. The Speaker did not reappoint him on the Committee on Judiciary, and it is generally believed, and often expressed, that he was re- moved from this committee because he had re- introduced this bill.

As will be seen from a close reading, the bill, if enacted into law, would in no way interfere with, or lessen the force of, the writ of in- junction in cases where equity has unquestioned jurisdiction, and where it has had such juris- diction from the foundation of the Government. What the bill seeks to do is to protect personal rights and liberties, and preserve to all our peo- ple "government by law," as distinct from "per- sonal, autocratic government."

The bill reads as follows:

ANTI-INJUNCTION BILL.

H. R. 94.

IN THE HOUSE OF REPRESENTATIVES
December 2, 1907.

Mr. Pearre (by request) introduced the fol- lowing bill, which was referred to the Committee on the Judiciary and ordered to be printed.

A BILL

To regulate the issuance of restraining orders and injunctions and procedure thereon and to limit the meaning of "conspiracy" in certain cases.

Be it enacted by the Senate and House of Rep- resentatives of the United States of America in Congress assembled, That no restraining order or injunction shall be granted by any court of the United States, or a judge or the judges there- of, in any case between an employer and an employe, or between employers and employes, or between employes, or between persons em- ployed to labor and persons seeking employ- ment as laborers, or between persons seeking employment as laborers, or involving or growing out of a dispute concerning terms or conditions of employment, unless necessary to prevent irrepa- rable injury to property or to a property right of the party making the application, for which injury there is no adequate remedy at law, and such property or property right must be par- ticularly described in the application, which must be in writing and sworn to by the applicant or

by his, her or its agent or attorney. And for the purposes of this Act no right to continue the re- lation of employer and employe or to assume or create such relation with any particular person or persons, or at all, or to carry on business of any particular kind, or at any particular place, or at all, shall be construed, held, considered, or treated as property or as constituting a property right.

Sec. 2. That in cases arising in the courts of the United States or coming before said courts, or before any judge or the judges thereof, no agreement between two or more persons con- cerning the terms or conditions of employment of labor, or the assumption or creation or ter- mination of any relation between employer and employe, or concerning any act or thing to be done or not to be done with reference to or in- volving or growing out of a labor dispute, shall constitute a conspiracy or other criminal offense or be punished or prosecuted as such unless the act or thing agreed to be done or not to be done would be unlawful if done by a single individual, nor shall the entering into or the carrying out of any such agreement be restrained or enjoined unless such act or thing agreed to be done would be subject to be restrained or enjoined under the provisions, limitations and definition con- tained in the first section of this Act.

Sec. 3. That all Acts and parts of Acts in con- flict with the provisions of this Act are hereby repealed.

It has been generally agreed by representa- tives of labor then in Washington, subject to the consent of Mr. Pearre, to strike from the text of the bill the following: "In any case between an employer and an employe, or between em- ployers and employes, or between employes, or between persons employed to labor and persons seeking employment as laborers, or between per- sons seeking employment as laborers, or involv- ing or growing out of a dispute concerning terms or conditions of employment." It was held that this language would add nothing to the strength of the bill, but might subject it to the objection of being class legislation. Whether this has been done or not, up to the present I am unable to say.

Regarding the measure known as the Barge bill, I found that it had not been introduced, and I therefore requested Hon. William Hughes, of New Jersey, to introduce the following bill:

REGULATION OF BARGE TOWS.

H. R. 11335.

IN THE HOUSE OF REPRESENTATIVES
December 21, 1907.

Mr. Hughes, of New Jersey, introduced the following bill; which was referred to the Com- mittee on the Merchant Marine and Fisheries and ordered to be printed.

A BILL

To protect the lives of seamen engaged in coast- wise traffic between the States.

Be it enacted by the Senate and House of Rep- resentatives of the United States of America, in Congress assembled, That it is hereby declared to be unlawful for the owner, lessee, manager or master of any steam vessel to contract or under- take to tow or to engage in towing from a port

of one State to a port of another State, fifty miles or more distant, more than one barge or other vessel at a time unless the barges or vessels towed or agreed to be towed be fully equipped for self-propulsion by steam or sail power and properly manned.

Sec. 2. That every violation of this Act shall be a misdemeanor, punishable by a fine of not more than one thousand dollars, or by imprison- ment for not more than one year, or by both fine and imprisonment.

Sec. 3. That this Act shall take effect on Janu- ary first, nineteen hundred and nine.

Mr. Hughes is somewhat familiar with the sub- ject, and very readily agreed to introduce the measure. The towing of long strings of barges on the Atlantic Coast is an obstruction to naviga- tion. It is utterly unfair competition with ves- sels properly manned and equipped, and has cost several hundred lives per year for many years past. This bill has been before the 58th and 59th Congresses, but the determined opposition offered, especially by the Reading Railroad, which owns the largest number of barges, has so far prevented its favorable consideration.

On January 21 Hon. Thomas A. Spight, of Missouri, introduced the following bill:

SEAMEN'S BILL.

H. R. 14655.

IN THE HOUSE OF REPRESENTATIVES
January 21, 1908.

Mr. Spight introduced the following bill, which was referred to the Committee on the Merchant Marine and Fisheries and ordered to be printed.

A BILL

To amend the laws relating to American seamen, to prevent undermanning and unskilled man- ning of American vessels, and to encourage the training of boys in the merchant marine.

Be it enacted by the Senate and House of Rep- resentatives of the United States of America, in Congress assembled, that section forty-five hun- dred and sixteen of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4516. In case of desertion or casualty, resulting in the loss of one or more seamen, the master must ship, if obtainable, a number equal to the number of those whose services he has been deprived of by desertion or casualty, who must be of the same grade or rating and equally expert with those whose place or position they refill. And in all merchant vessels of the United States the sailors shall, while at sea, be divided into two watches, which shall be kept on deck alternately for the performance of ordinary work incident to the sailing and management of the vessel; but this provision shall not limit either the authority of the master or other officer or the obedience of the sailors when, in the judg- ment of the master or other officer, the whole crew is needed for the maneuvering of the vessel or the performance of the work necessary for the safety of the vessel or her cargo. While the vessel is in a safe harbor no seaman shall be re- quired to do any unnecessary work on Sundays or legal holidays; and at all other times while the vessel is in a safe harbor nine hours, inclusive of anchor watch, shall constitute a day's work.

Whenever the master of any vessel shall fail to comply with this section, the seamen shall be entitled to discharge from such vessel, and shall, upon demand, receive wages then earned. But this section shall not apply to fishing or whaling vessels or to yachts."

Sec. 2. That section forty-five hundred and twenty-nine of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4529. The master or owner of any vessel making coasting voyages shall pay to every seaman his wages within two days after the termination of the agreement under which he shipped, or at the time such seaman is discharged, whichever first happens; and in the case of vessels making foreign voyages, or from a port on the Atlantic to a port on the Pacific, or vice versa, within twenty-four hours after the cargo has been discharged or within four days after the seaman has been discharged, whichever first happens; and in all cases the seaman shall be entitled to be paid at the time of his discharge on account of wages a sum equal to one-third part of the balance due him. Every master or owner who refuses or neglects to make payment in manner hereinbefore mentioned without sufficient excuse shall pay to the seaman a sum equal to two days' pay for each and every day during which payment is delayed beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court; but this section shall not apply to the masters or owners of any vessel the seamen of which are entitled to share in the profits of the cruise or voyage."

Sec. 3. That section forty-five hundred and thirty of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4530. Every seaman on a vessel of the United States shall be entitled to receive, within forty-eight hours after demand therefor, from the master of the vessel to which he belongs, one-half part of the wages which shall be due him at every port where such vessel, after the voyage is commenced, shall load or deliver cargo before the voyage is ended; and all stipulations to the contrary shall be held as void. And when the voyage is ended every seaman shall be entitled to the remainder of the wages which shall then be due him, as provided in section forty-five hundred and twenty-nine of the Revised Statutes."

Sec. 4. That section forty-five hundred and fifty-nine of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4559. Upon a complaint in writing, signed by the first and second officers, or a majority of the crew, of any vessel, while in a foreign port, that such vessel is in an unsuitable condition to go to sea because she is leaky or insufficiently supplied with sails, rigging, anchors, or any other equipment, or that the crew is insufficient to man her, or that her provisions, stores, and supplies are not, or have not been during the voyage, sufficient and wholesome, thereupon, in any of these or like cases, the consul or a commercial agent who may discharge any of the duties of a consul shall cause to be appointed three persons of like qualifications with those described in section forty-five hundred and fifty-seven, who shall proceed to examine into the causes of complaint and who shall proceed and be governed in all their proceedings as provided by said section."

Sec. 5. That section two of the Act entitled "An Act to amend the laws relating to navigation," approved March third, eighteen hundred and ninety-seven, be, and is hereby, amended to read as follows:

"Sec. 2. That on and after June thirtieth, nineteen hundred and five, every place appropriated to the crew of any merchant vessel of the United States, except a yacht, pilot boat, or any vessel of less than one hundred tons register, shall have a crew space of not less than one hundred cubic feet and not less than sixteen square feet, measured on the deck or floor of that place, for each seaman or apprentice lodged therein. Such place of lodging shall be securely constructed, properly lighted, drained, heated and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvia of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage."

"Every steamboat of the United States plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section, so far as they shall be applicable thereto, by providing sleeping room in the engine room of such steamboat, properly protected from the cold, winds and rain, by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the Supervising Inspector-General of Steam Vessels, and shall be properly heated."

"Any failure to comply with this section shall subject the owner or owners to a penalty of five hundred dollars."

Sec. 6. That section forty-five hundred and ninety-six of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4596. Whenever any seaman who has been lawfully engaged, or any apprentice to the sea service, commits any of the following offenses, he shall be punishable as follows:

"First. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned."

"Second. For neglecting or refusing, without reasonable cause, to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the commencement or during the progress of any voyage, or for absence at any time without leave and without sufficient reason from his vessel or from his duty, not amounting to desertion or not treated as such by the master, by a forfeiture from his wages of not more than two days' pay, or sufficient to defray any expenses which have been properly incurred in hiring a substitute."

"Third. For quitting the vessel, in whatever trade engaged, without leave, after her arrival at her port of delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay."

"Fourth. For wilful disobedience to any lawful command at sea, by being, at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than four days' pay, or, at the discretion of the court, by imprisonment for not more than one month."

"Fifth. For continued wilful disobedience to lawful commands or continued wilful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until such disobedience shall cease, and upon arrival in port, by forfeiture, for every twenty-four hours' continuance of such disobedience or neglect, of a sum not more than twelve days' pay or by imprisonment for not more than three months, at the discretion of the court."

"Sixth. For assaulting any master or mate, in whatever trade engaged, by imprisonment for not more than two years."

"Seventh. For wilfully damaging the vessel, or embezzling or wilfully damaging any of the stores or cargo, in whatever trade engaged, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than twelve months."

"Eighth. For any act of smuggling for which he is convicted, and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner such a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any part of his wages may be retained in satisfaction or on account of such liability, and he shall be liable to imprisonment for a period of not more than twelve months."

Sec. 7. That section forty-six hundred of the Revised Statutes of the United States be, and is hereby, amended as follows:

"Sec. 4600. It shall be the duty of all consular officers to discountenance insubordination by every means in their power and, where the local authorities can be usefully employed for that purpose, to lend their aid and use their exertions to that end in the most effectual manner. In all cases where seamen or officers are accused the consular officer shall inquire into the facts and proceed as provided in section forty-five hundred and eighty-three of the Revised Statutes; and the officer discharging such seamen shall enter upon the crew list and shipping articles and official log the cause of discharge and the particulars in which the cruel or unusual treatment consisted and subscribe his name thereto officially. He shall read the entry made in the official log to the master, and his reply thereto, if any, shall likewise be entered and subscribed in the same manner."

Sec. 8. That section forty-six hundred and eleven of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4611. Flogging and all other forms of corporal punishment are hereby prohibited on board any vessel, and no form of corporal punishment on board any vessel shall be deemed justifiable, and any master or other officer thereof who shall violate the aforesaid provisions of this section, or either thereof, shall be deemed guilty of a misdemeanor, punishable by imprisonment not less than three months nor more than two years. Whenever any officer other than the master of such vessel shall violate any provision of this section, it shall be the duty of such master to surrender such officer to the proper authorities as soon as practicable. Any failure on the part of such master to comply herewith, which failure shall result in the escape of such officer, shall render the master or vessel liable in damages for such punishment to the person illegally punished by such officers."

Sec. 9. That section twenty-three of the Act entitled "An Act to amend the laws relating to American seamen, for the protection of such seamen, and to promote commerce," approved December twenty-first, eighteen hundred and ninety-eight be, and is hereby, amended as respects the items water and butter, so that in lieu of a daily requirement of four quarts of water there shall be a requirement of five quarts of water every day, and that in lieu of a daily requirement of one ounce of butter there shall be a requirement of two ounces of butter every day."

Sec. 10. That section twenty-four of the Act entitled "An Act to amend the laws relating to American seamen, for the protection of such seamen, and to promote commerce," approved December twenty-first, eighteen hundred and

ninety-eight, be, and is hereby, amended to read as follows:

"Sec. 24.—That section ten of chapter one hundred and twenty-one of the laws of eighteen hundred and eighty-four, as amended by section three of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, be, and is hereby, amended to read as follows:

"Sec. 10. (a) That it shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he actually earned the same, or to pay such advance wages, or to issue any note for the payment of the same, to any other person, or to pay any person other than an officer authorized by an Act of Congress to collect fees for such service, any remuneration for the shipment of seamen. Any person paying such advance wages or such remuneration, or issuing any note for the payment of same, shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than four times the amount of wages so advanced, or remuneration so paid, or of the note so issued, and may also be imprisoned for a period not exceeding six months, at the discretion of the court. The payment of such advance wages shall in no case, excepting as herein provided, absolve the vessel or the master or owner thereof, from full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages."

"(b) That it shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages he may earn to his grandparents, parents, wife, sister or children. But no allotment whatever shall be allowed in the trade between the mainland ports of the United States, or in the trade between the insular ports of the United States, or in the trade between the mainland and the insular ports of the United States, or in the trade between ports of the United States and the Dominion of Canada, Newfoundland, the West Indies and Mexico."

"(c) That no allotment note shall be valid unless signed by and approved by the shipping commissioner. It shall be the duty of said commissioner to examine such allotments and the parties to them and enforce compliance with the law. All stipulations for the allotment of any part of the wages of a seaman during his absence which are made at the commencement of a voyage shall be inserted in the agreement, and shall state the amounts and times of the payments to be made and the persons to whom the payments are to be made."

"(d) That no allotment except as provided for in this section shall be lawful. Any person who shall falsely claim to be such relation as above described of a seaman under this section shall for every such offense be punishable by a fine not exceeding five hundred dollars or imprisonment not exceeding six months, at the discretion of the court."

"(e) That this section shall apply as well to foreign vessels as to vessels of the United States; and any master, owner, consignee, or agent of any foreign vessel who has violated its provisions shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for a similar violation; Provided, That treaties in force between the United States and foreign nations do not conflict herewith."

"(f) That for the purposes of subsection (e) of this section, the master, owner, consignee or agent of any foreign vessel seeking clearance from a port of the United States shall present his shipping articles at the office of clearance, and no clearance shall be granted any such vessel unless the provisions of this section have been complied with."

"(g) That under the direction of the Secretary of Commerce and Labor the Commissioner of Navigation shall make regulations to carry out this section."

Sec. 11. That section twenty-six of an Act entitled "An Act to amend the laws relating to American seamen, for the protection of such seamen, and to promote commerce," approved December twenty-first, eighteen hundred and ninety-eight, be, and is hereby, amended to read as follows:

"Sec. 26. That this Act shall take effect sixty days after its approval, and shall apply to all vessels not herein specifically exempted, but sections two, three, five, six, seven, eight, nine, ten, eleven, thirteen, fourteen, fifteen, twenty-three and twenty-four, shall not apply to yachts."

Sec. 12. That section forty-five hundred and thirty-six of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"Sec. 4536. No wages due or accruing to any seaman or apprentice shall be subject to attachment or arrestment from any court; and every payment of wages to a seaman or apprentice shall be valid in law, notwithstanding any previous sale or assignment of wages, or of any attachment, encumbrance, or arrestment thereon; and no assignment or sale of wages, or of salvage, made prior to the accruing thereof, shall bind the party making the same, except such advance securities as are authorized by this title. This section shall apply to fishermen employed on fishing vessels, as well as to other seamen."

Sec. 13. That before proceeding to sea the master of every sailing vessel of the United States shall engage a sufficient number of seamen, as provided by the following minimum schedule:

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

PASSAGE OF MAGELLAN.

It is, of course, generally known that the passage of the Straits of Magellan in either direction is not without hazard, for a great fleet like that under the command of Rear-Admiral Evans. The most anxious as well as the most interesting part of the fleet's cruise to the Pacific will be its experience in the Straits. While agreeing with Admiral Clark's view that the passage from east to west is not more difficult than the opposite route, let us remind ourselves of some of the salient features of the Magellan Straits and the navigation of them. As Admiral Clark says, the passage may be likened to a funnel, whose small end is on the Pacific side. In general shape the passage is like a man's arm bent at right angles, the most southerly point being the elbow. At the larger entrance on the Atlantic side, the opening is twenty miles wide and from there to the elbow, a distance of about 200 miles, the Strait is wide with several spacious bays, good roadsteads and excellent anchorages. During that part of the passage from the East navigators have little to fear.

But the turn at the elbow, Cape Froward, which is the southernmost point of the South American continent, opens up an entirely different sort of passage. The Strait becomes narrow, deep, gorge-like. At one point it is only a mile wide. This radical change is due to the fact that the great Andes range follows the western coast of South America clear down to land's end, and, of course, the western part of the Strait is like a deep, tortuous river running through mountains of rocky formation. In the old days of sailing ships it was impracticable to run through the Straits owing to these narrow and winding portions. A United States frigate once got in there and was between two and three months in getting out. The master of a sailing vessel also dreaded the heavy squalls that suddenly swept down upon the Straits from the mountains and almost turned the ship on her beam ends while at anchor, before she could get time to swing around. For these reasons the passage down around the Horn was preferred by sailing ships.

The battleship fleet, going west, however, as Admiral Clark reminds us, will have to guard particularly against the thick weather which the westerly gales cause in the Straits. These gales, as a glance at an atlas will show, sweep down from the northwest across the tremendous expanse of the Pacific Ocean, and drive straight into the Pacific end of the funnel. For a battleship they might as well come in front as behind; what is to be dreaded is running on rocks in the narrow passage during the thick weather. As for the anchorages in the western channel, there are numerous small, well-sheltered bays, according to the authorities, but they are not desirable as harbors in many cases because of the very deep water. Admiral Clark presented an interesting fact in recalling that when the Oregon anchored close to the rocks during a furious gale, one of her anchors went down fifty-one fathoms in finding bottom. Landsmen may be reminded that fifty-one fathoms are the same

as 306 feet. And that was at a place "close to the rocks."

There will be a great deal of geographical study by the American people on account of the Pacific cruise of the fleet; and it will reach a culmination as the fleet approaches the Straits of Magellan. Admiral's Clark's short letter is calculated to stimulate the popular interest amazingly.—Springfield Republican.

ALONG THE COAST.

Reports from the various branches and agencies along the Coast all maintain a confident tone. In spite of the hard times we seem to be more than holding our own all around, and no one is repining.

Ever since the blizzard of January 23-24 reports of disasters have been slowly coming to hand, and the Seamen's Union in particular has been called upon to disburse a large sum of money in Shipwreck Benefits. This should serve as a practical object lesson to a number of non-union men, who have hitherto chosen to go it alone, and now find themselves stranded by stress of weather and circumstances, pitiful objects of begrudged charity and extreme distress.

On January 24 the brigantine Frederick Schapp was driven ashore on Nantucket Island in the height of the blizzard, after dragging both anchors and all her scope on both chains over eighteen miles. Fortunately all hands were saved by the Nantucket fishermen and surfmen and sent to Boston, where the union members of the Schapp's crew received the usual benefit. The Schapp was a decrepit old tub, more than fifty years old, and it is believed will be a total loss.

The four-masted bark Puritan was driven ashore in Shinnecock Bay, south side of Long Island, on February 1, while towing from New York to Boston to load. The vessel remains high and dry on the beach, and it is not believed she can be floated before spring, if at all. All hands were saved, including the captain's wife and two young children.

The eleven members of the Seamen's Union who constituted the crew of the Puritan, reported to the Union office in New York, on February 3, not much the worse for their rough experience.

A dispatch from Hamilton, Bermuda, dated February 4, announces the arrival at that port of the steamer Bermudian, having on board the rescued crew of the four-masted schooner, Mary L. Newhall, of Bath, which was abandoned at sea. The Newhall sailed from Port Tampa for Norfolk on January 24, and encountered a succession of heavy gales from the first day out. The vessel lost her rudder, all her sails were blown away, and at length she became unmanageable.

While in this condition the Bermudian sighted her on Sunday morning and stood by until early on Monday morning, the 4th, waiting for the sea to subside sufficiently to rescue her crew. This, after several hazardous attempts had failed, was fortunately effected by the crew leaping into the sea and permitting themselves to be hauled into the boat. It is believed the Newhall carried a

full union crew, and they have lost all their effects.

Ever since the blizzard winter seems to have set in in earnest. From all parts of the Coast come reports of high winds, intensely low temperature and much distress and suffering in consequence. The weather man promises us no relief, but it is devoutly to be hoped that the present weather will not be greatly prolonged.

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ALONG THE LINE.

The Marine Firemen's Union reports no decisive change as yet. Most of its members are employed in boats which regularly ship their crews through the Union.

The Marine Cooks and Stewards' Association reports improved conditions during the week. Between thirty and forty members shipped through the hall in New York. The great majority of members are now employed and paying up well. The prospects are more encouraging than at any time this winter.

The Atlantic Coast Seamen's Union reports gradual improvement and increased shipping. Freights are slowly but surely rising, charters are more active, and business in general seems to be acquiring a firmer tone. Vessels which have been laid up all winter are beginning to move and the crowd of idle seamen which has quartered around the New York hall all winter, is gradually thinning out.

The Harbor Boatmen report that the great majority of harbor tug-boats are laid up as a result of the general suspension of coast-wise shipping, and that a large proportion of their members are idle in consequence. They are hopeful, however, that the present severe weather will continue a few days longer, in which case every tug in the harbor will be placed in commission to keep the channels and estuaries radiating from Manhattan Island clear of ice. Verily, "'Tis an ill wind that blows nobody good!"

Fifty more teachers have been employed for the rapidly growing night schools of Manila.

News from Abroad.

Russia and Austria-Hungary, it is feared in St. Petersburg, are on the verge of disagreement over a railroad project.

Russian newspapers are gravely discussing the probability of war between Russia and Turkey over boundary disputes.

J. E. D. Merriman, leader of the African Bund, has accepted the Premiership of Cape Colony in succession to Dr. Jameson.

Announcement has been made of the policy of the Japanese Government to direct emigration of its subjects to South America.

It is declared in Paris that Ambassador Bompard had been recalled from St. Petersburg because Russia took offense at his republicanism.

The fossil remains of a plesiosaurus have been unearthed at Talcahuano Bay, Chile. The body of this marine reptile of a bygone age was forty-five feet long.

The Russian Ministry of War is preparing plans for the speedy conversion of Vladivostok into a first-class fortress, involving expenditures of about \$6,000,000.

The Congress of Nicaragua has ratified all the treaties and conventions entered into by the Central American Peace Congress, held recently in Washington.

The Danish Ministry on February 13 passed the Government bill authorizing the State to guarantee the liabilities of the Freeholders' Bank and the Retail Handlers' Bank.

Owing to the outbreak of the plague in West Africa, Chancellor von Buelow has decreed the strictest sanitary inspection of vessels arriving at German ports from that country.

The Marquis of Londonderry, in a recent speech in the House of Lords, bitterly attacked the Government, which he charged with cowardice in permitting an alleged present reign of terror in Ireland.

A dispatch from Tangier says that there has been a battle between the French and the Moors near Setta, Morocco, in which 10,000 Moors were killed or wounded, and in which the French lost 160 men, including four officers.

French Government artillery experts claim that France possesses a perfect rapid-fire gun. This conviction is the result of tests just held at St. Etienne, where 650 shots a minute were fired without heating the gun, and the mechanism acted effectually.

King Gustaf of Sweden continues to economize in royal household expenses. He has cut down the number of courses at the daily dinner in the palace from five to four and entertains only about half as many guests as were entertained in the past.

King Carlos of Portugal and Crown Prince Louis Philippe were assassinated while driving through the streets of Lisbon on February 1. Three of the assassins were killed by the police. Carlos' second son, Manuel, was proclaimed King, and he has formed a new Cabinet.

Mrs. Parkhurst, the leader of the woman suffragists, and the other delegates of the organization who were arrested recently when they attempted to make a demonstration in the British House of Commons, all went to jail on February 14 for six weeks rather than give sureties for their good behavior.

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Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

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Worm, Albert
Wordehoff, Alfred
Westin, J. A.
Vibrok, Carl
Vogel, Hans
Zonig, Oskar
Young, Peter

Pacific Coast Marine.

Senator Perkins' bill for a Life-Saving station at Halfmoon Bay, Cal., was reported favorably on February 6.

Senator Perkins introduced a bill on February 14 to appropriate \$100,000 for enlarging the depot for lighthouse supplies at Goat Island, San Francisco Bay.

Arrangements have been completed for the installation of wireless telegraph stations at Aberdeen, Wash., and Westport, at the entrance to Gray's Harbor. Ship owners and business men have contributed the necessary funds.

Senator Perkins on February 13 reported to the Senate a bill providing for a lighthouse tender for California, to cost \$215,000; also Senator Flint's bill for a \$10,000 steam launch for the Customs service in Los Angeles harbor.

Captain Ellcsen takes command of the steamer Alcatraz, vice Captain Olsen, who becomes master of the steamer Arctic. Captain Lindquist takes command of the steamer Rainier, vice Captain Ericson.

The Mauna Kea, which is soon to ply among the Hawaiian Islands for the Interisland Steamship and Navigation Company, made her trial trip on San Francisco Bay on February 12, and her work proved satisfactory to both the owners and the builders.

The master of the bark Wynford, which arrived at San Francisco on February 11 from Newcastle, England, reports the death of Edwards while at sea. Edwards, who was a native of Wales, died from heart disease on December 7 and was buried at sea.

The Canadian Pacific Railway Company states that the cut made by the Alaska Steamship Company, which announces the replacing of the steamer Chippewa on the Victoria-Seattle route by the Rosalie, with the fare cut from \$2 to 50 cents, will not be met.

The American schooner Marconi, 102 days out, bound from Sydney to San Francisco, was recently listed as overdue and quoted for re-insurance at 10 per cent. The Argentina barkentine Andromeda, 113 days out from Newcastle, Australia, for San Francisco was raised from 20 to 25 per cent for reinsurance.

The San Francisco and Portland Steamship Company's steamer Rose City, formerly the Navy transport Lawton, sailed from San Francisco on February 7 for Astoria and Portland. This will be the first voyage of the Rose City since being transformed from a transport into an elegant passenger steamer.

The new steamer, Shoshone, built for C. R. McCormick, arrived at San Francisco on February 13 from Eureka in tow of the steamer Yosemite. The Shoshone was built at Humboldt Bay and will have her engines installed at the Fulton Iron Works. She will be engaged in the coastwise lumber trade.

Both the French ship La Perouse, which left San Francisco on January 31, and the American bark Star of Alaska, which sailed the following day, made very fast passages up the Coast. The Perouse arrived at Astoria, Or., on February 6, after a six days' passage, and the Star of Alaska passed Tatoosh Island about noon on the same day.

Advices have been received from Japanese that the sealing fleet from Hakodate, Yokohama and Niigata is about to start on the yearly sealing cruise, and will be larger than ever. Last season thirty-four Japanese sealing schooners were reported in Behring Sea and three also hunted on the Washington, British Columbia and Alaska coast.

The name of Captain E. P. Drew of the bark R. P. Rithct, which arrived at San Francisco from Honolulu on February 7, is freely mentioned along the water front as the new port captain of the Matson Navigation Company in place of Captain Matson, who died at Oakland some time ago. It is understood that Captain Drew will enter upon his new duties almost immediately.

The Canadian Pacific Railway Company has chartered the steamships Glenfarg and Lennox to replace the steamers Tartar and Athenian on the Oriental route between Vancouver and Hongkong via Japanese ports. The Tartar and Athenian were sold and delivered to a Japanese shipping firm some months ago since which time the Canadian Pacific has been looking the charter market over.

Business with the Kosmos-Hamburg-American line is increasing so rapidly that a new arrangement will be inaugurated this month, when the steamship Acilia is dispatched direct from Tacoma, to Hamburg, carrying a full cargo. The Acilia will call only at Coronel and Teneriffe for coal. She will load at Tacoma, Wash., with 1000 tons of general cargo, 3500 tons of Carbonville coal and 4000 tons of wheat.

In the appeal of the Merchants and Miners' Steamship Company, of New York, as claimant of the steamship Garonne against C. J. Jorgenson the decree of the trial court in admiralty proceedings was modified in the United States Circuit Court of Appeals at San Francisco on February 10 by the opinion of Judge Gilbert, which reduced the amount awarded to Jorgenson from \$3,612.95 to \$2,316.55.

J. Brett and Charles E. Schneely, doing business under the firm name of J. Brett & Co., have filed a libel in the United States District Court at San Francisco against the steamship Itauri to recover \$341.68 for damages to a bale of silk shipped from San Francisco to Hamburg. It is alleged that the bale was broken open and pilfered and that the discovery was made when the steamer reached Punta Arenas.

Karl Nilsson has libeled Samuel S. Sewall et al., in the United States District Court at San Francisco to recover \$79.40, alleged to be the balance of wages due him for a voyage from Philadelphia to San Francisco on the ship Edward Sewall. His left leg was broken in a gale and he was put in a hospital at Montevideo and left there. He seeks to collect wages for the entire voyage.

Parrott & Co. have libeled the Pacific Mail Steamship Company in the United States District Court at San Francisco to recover \$1,024.50, which amount represents the alleged damage to certain merchandise shipped by the libelants on the steamer Acapulco, which sank at her dock in San Francisco. The balance of the claim, or \$127.39, represents a demand for the return of freight money paid on the shipment.

The American ship Emily Reed, 103 days from Newcastle, N. S. W., with a cargo of coal for Portland, Or., went ashore half a mile south of the Nehalem River, on the Oregon coast, on February 14 and became a total wreck. Ten men were drowned. Captain Kessel, his wife, the second-mate and three seamen were saved. The Reed was built at Waldoboro, Me., in 1880. Her net tonnage was 1,466. She was owned by Hind, Rolph & Co., of San Francisco.

The Lucy Ness, a vessel of 700 tons, loaded with lumber, arrived at New York on February 12, bound for San Francisco from Detroit. The Ness left Detroit last June, steamed through Lakes Erie and Ontario and the St. Lawrence River and bay, going north as far as Bath, Me., where a stop was made for repairs. Captain Edward Harding says he expects with his crew of twenty to reach San Francisco in about two months without much trouble. She will then be used in coastwise trade between San Francisco and Seattle.

In all probability the Toyo Kisen Kaisha new liner Tenyo Maru will not leave on her maiden voyage to San Francisco until May 8 instead of April 11, as was at first intended. On that account the America Maru will remain on the route and instead of going to Yokohama for alterations and repairs the Hongkong Maru will go into drydock in her place. The three Japanese liners are to go in rotation for repairs as soon as the schedule will allow it. They will, in addition to other alterations, be converted into oil burners.

The American bark Big Bonanza, which sailed from Newcastle, N. S. W., with coal for San Francisco on December 29, returned to Sydney leaking, after having almost foundered. A heavy storm was encountered off New Caledonia, seas breaking over the Big Bonanza, which became practically unmanageable. The pounding caused the bark to leak at an alarming rate, and all hands were kept night and day at the pumps to save their lives. After trying vainly to reach Noumea the bark headed for Sydney. The inrush of water was so great that the crew fought for nine days at the pumps, expecting the vessel to founder. She was being discharged to dock for repairs.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

All graduates of the "New York Nautical School St. Mary's" will learn something of interest by addressing Louis Weickum, Secretary, foot East 24th street, New York City.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

Frank A. Duryea, for several years past an assistant United States attorney in San Francisco, has opened law offices at No. 10 Third street, near Market, and will give special attention to practice in the United States Courts. He is also managing at the same place a school for the instruction in civil government of applicants for naturalization.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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CLEVELAND, Ohio, 1185 River Ave., N. W.
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CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 22 Fifth Ave. Tel. Main 3637.
MILWAUKEE, Wis., 417 Florida St.

Sub-Agency.

CONNEAUT, O., 891 Day St.
(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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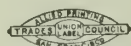
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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 19, 1908.

FURUETH'S REPORT.

The Legislative Report of Comrade Furueth, published in this issue, presents in clear and compact form the status of the Seamen's bills now before Congress. The reprint of the bills, with the accompanying explanations, enables the reader to learn at a glance exactly what is proposed in a legislative way for the improvement of the seamen's conditions and other elements of maritime affairs.

It is to be regretted that there seems little or no prospect of the passage of these bills during the present session. These measures have been before Congress for several years, and there can be no denying the justice of the demand for their enactment into law. Indeed, the very urgency of the case is, in part, the cause of the delay in acting upon the bills. The powerful private interests which would be affected by the passage of these bills have resorted to every means within the control of practically unlimited wealth to obstruct, and if possible defeat, the will of the people, as expressed by legislative enactment.

Passing over the criticism directed at the Anti-Injunction bill, the substance of which is familiar to readers of the JOURNAL, it may be noted that the objections raised against the bills introduced by Congressmen Spight, Goulden and Hughes are but so many variants of that old bugaboo, the "hindrance of commerce." Probably no Act of Congress dealing with maritime affairs was ever passed without a fight over this same objection. The persistence of that cry over the most obvious considerations of justice and humanity is one of the marvels of legislative history in this and all other countries.

By way of illustrating the usual character of these objections, and at the same time reproducing an effective method of meeting them, we quote a recent editorial in the Cleveland (O.) Press, one of the most influential dailies in that city, as follows:

Goulder and Goulden do not seem to be able to agree.

The argument is more or less on the subject of the relative value of Sunday school children—and others—as compared with the dividend on steamboat stock.

Goulder is a lawyer. For years he has been hired to lobby for the Ship Subsidy grab.

Goulden is a Congressman. He once sat on

a coroner's jury, and now we come to the argument.

Goulden was a member of the coroner's jury that investigated the burning of the General Slocum, with the loss of 1000 lives, at New York several years ago. The jury found that the steamer, engaged in the excursion business, was not properly manned.

Goulden was in Uncle Sam's navy during the Civil War, so he knows something about ships. Since that time he has managed a life insurance company, so he knows something about the things that kill people.

After the coroner's jury found that 1000 or more children had been murdered in the Slocum disaster—children who were on a Sunday school picnic—Goulden watched to see what would be done about it.

He saw the shipowners' lawyers search and seek for a loophole—and find it, as usual. Why, of course, the fault wasn't on the shipowners. It was on the United States inspector who let the ship leave her dock without a full crew; without enough lifeboats; with life belts that wouldn't float; with rotten fire hose.

So Goulden went back to Congress and introduced a bill. Briefly, the bill says that, no matter what a crooked, drunken or careless inspector may say, the shipowners are not absolved from blame if the shipping laws are violated.

Goulden thinks that's fair. He says it's just as wrong to pick a pocket with the consent of the police as it is without.

Goulder, hired by the folks who want subsidies, is in Washington arguing that if an inspector passes a ship, that ought to be enough, and that Congress and children and you and I should rely on the DISCRETION of the inspectors to prevent boats from sailing short of officers or crew. He would relieve the folks who own the boat of all liability so long as some heeler who happens to be inspector is "satisfied"!

It will be interesting to notice what the House—and the Senate—will do. Whether they will listen to the old sailor, the man who sat on the coroner's jury, the life insurance man, the Congressman, or to the lawyer who is hired to lobby for Ship Subsidies and other things.

The bare recollection of the Slocum horror is sufficient to show the need of a law such as is proposed by Congressman Goulden. The character of the objections raised against that measure serve but to emphasize the deficiency of the existing law. The demand for the passage of the bills introduced by Congressmen Spight and Hughes is equally urgent, and the objections to these measures equally baseless and heartless. As the Cleveland Press says, it will be interesting to notice what the House and the Senate will do. That these measures will ultimately be enacted into law is, of course, beyond question. That they ought to be passed at the earliest possible date is equally a matter of common, almost universal, judgment.

HEALTH OF SAN FRANCISCO.

Conditions of public health in San Francisco have been a theme of discussion throughout the country for some time past. Owing to the silence of the local press, a policy evidently adopted by agreement, the press in other sections has been forced to depend upon one or both of those time-honored methods of "getting the news," the gossip of private and interested parties, or its own imagination. Thus the secretive policy of the local press has resulted in more harm to the city than could have been caused by the widest possible publication of the facts. This phase of the situation has changed for the better. While the press is still disposed to gag at the word "plague," as though the disease itself were a mere matter of words, the citizens at large have awakened to the needs of the case and are bestirring themselves in a concerted way to forestall the danger of an epidemic. With the continuance of active, organized effort on a wholesale plan, the health conditions of San Francisco may be regarded as reasonably safe.

The facts concerning the plague in San Francisco may be briefly stated, as follows: Official reports announce that there is not at present a single case of plague among the people. On the other hand, the number of infected rats is comparatively large (1½ per

cent among those caught), and said to be increasing. The only real danger, therefore, is that with the arrival of warm weather, and a corresponding activity among rats and fleas, the infection will spread to human beings. Accordingly all efforts are being centered upon the extermination of the rat. The methods used for this purpose include not only the trapping and poisoning of rats and the payment of a bounty for those delivered to the Health authorities, but also the thorough cleansing of the city, with special reference to the collection and destruction of garbage. The campaign for the carrying out of these objects is thoroughly organized under the direction of the city, State and Federal Health officers and is being actively prosecuted by all classes in the community.

Of course, there are many persons in San Francisco who question the facts, as reported by the authorities, and deprecate what they are pleased to call the "plague scare." These persons demand to be "shown," and insist that it will be time enough to take drastic measures when the plague becomes visible to the naked eye of the layman. Fortunately, these sceptics are a small and rapidly diminishing class. The great mass of the people are alive to the danger that confronts them, if not from actual disease, at least from one of the consequences that must inevitably follow any marked sign of an outbreak, namely, a quarantine. The effects of a quarantine upon the industrial life of the city are too obvious to require elaboration; that the danger of that condition is actual and immediate is a matter that any intelligent person may judge for himself upon considerations apart altogether from actual plague conditions. In view of the possibilities, and in fact probabilities, of a quarantine, the only sensible course of action, on the part alike of those who believe and those who disbelieve in the "plague scare," is to do everything possible toward the establishment of healthful conditions. This much done, the future may be regarded with reasonable assurance. With individual co-operation in the plans of the Health authorities, it may at least be said that the people of San Francisco are not themselves to blame should an outbreak take place. As already stated, individual effort is already practically assured, so that the whole matter of public health is well in hand.

The Official Proceedings of the twelfth annual convention of the International Seamen's Union of America are now in the hands of the respective local unions. The book contains, in addition to a formal record of all the work done by the convention, a considerable amount of material of general interest to seamen as members of the labor movement. Every member of the International should secure a copy of the Proceedings, read it carefully and preserve it for reference and argument. Ask the secretary, patrolman or agent for a copy at the first port of call.

President David Starr Jordan, of Leland Stanford, Jr., University, in a recent address at San Francisco made the statement that the Japs were once white, and that they acquired their color by intermarriage with the yellow races. Which reminds us of the old epitaph:

Oh, list to me, ye passer by—
As you are now, so once was I;
As I am now, so you must be—
Prepare thyself to follow me!

Forewarned is forearmed. The white races of the Pacific Coast will prepare themselves not to follow the white (?) races of the Orient.

SEAMEN'S BILLS IN CONGRESS.

(Continued from Page 2.)

Vessels of two hundred tons under deck, five and two-thirds effective hands; vessels of two hundred and fifty tons under deck, six and two-thirds effective hands; vessels of three hundred tons under deck, seven and one-third effective hands; vessels of three hundred and fifty tons under deck, eight and one-third effective hands; vessels of four hundred tons under deck, nine effective hands; vessels of four hundred and fifty tons under deck, nine and two-thirds effective hands; vessels of five hundred tons under deck, ten and one-third effective hands; vessels of five hundred and fifty tons under deck, eleven and one-third effective hands; vessels of six hundred tons under deck, twelve effective hands; vessels of six hundred and fifty tons under deck, thirteen effective hands; vessels of seven hundred tons under deck, thirteen and two-thirds effective hands; vessels of seven hundred and fifty tons under deck, fourteen and one-third effective hands; vessels of eight hundred tons under deck, fifteen effective hands; vessels of eight hundred and fifty tons under deck, fifteen and two-thirds effective hands; vessels of nine hundred tons under deck, sixteen and one-third effective hands; vessels of nine hundred and fifty tons under deck, seventeen effective hands; vessels of one thousand tons under deck, seventeen and two-thirds effective hands; vessels of one thousand and fifty tons under deck, eighteen and one-third effective hands; vessels of one thousand two hundred tons under deck, nineteen effective hands; vessels of one thousand three hundred tons under deck, twenty effective hands; vessels of one thousand four hundred tons under deck, twenty-one effective hands; vessels of one thousand five hundred tons under deck, twenty-two effective hands; vessels of one thousand six hundred tons under deck, twenty-three and one-third effective hands; vessels of one thousand seven hundred tons under deck, twenty-four effective hands; vessels of one thousand eight hundred tons under deck, twenty-five effective hands; vessels of two thousand tons under deck, twenty-six and two-thirds effective hands; vessels of two thousand two hundred tons under deck, twenty-seven and two-thirds effective hands; vessels of two thousand four hundred tons under deck, twenty-eight and two-thirds effective hands; vessels of two thousand six hundred tons under deck, twenty-nine and two-thirds effective hands; vessels of two thousand eight hundred tons under deck, thirty effective hands; vessels of three thousand tons under deck, thirty-one and two-thirds effective hands.

In sailing vessels above three thousand tons under deck, additional seamen shall be engaged at the rate of one-third effective hand for every hundred tons, or one effective hand for every three hundred tons; Provided, That on vessels of schooner rig using steam for the handling of sails at sea, the number of effective hands required by the foregoing schedule may be reduced as follows: By one, in the case of a vessel of four hundred and fifty to five hundred tons; by two, in the case of a vessel of five hundred to seven hundred tons; by three, in the case of a vessel of seven hundred to nine hundred tons; by four, in the case of a vessel of nine hundred to one thousand two hundred tons; by five, in the case of a vessel of one thousand two hundred to one thousand four hundred tons; by six, in the case of a vessel of one thousand four hundred to one thousand six hundred tons; by seven, in the case of a vessel of one thousand six hundred to two thousand tons; by eight, in the case of a vessel of two thousand to three thousand tons; by one, for every one thousand tons in the case of a vessel exceeding three thousand tons; And provided further, That every vessel of less than one thousand five hundred tons using steam for the handling of sails at sea shall carry one man capable of operating a donkey engine, and every vessel of one thousand five hundred tons or more using steam for the handling of sails at sea shall carry two such men. Each donkey man shall be either a carpenter or capable of doing duty of an able seaman, and shall be counted as one effective hand.

Sec. 14. That not less than three-fourths of each complement called for by the minimum schedule of either the preceding or the succeeding section shall be individually effective hands—that is, of rating not lower than able seamen.

Sec. 15. That before proceeding to sea the master of every steam vessel of the United States shall engage a sufficient number of seamen, as provided by the following minimum schedule:

Tons (gross).	Master.	Mates.	Carpenter or assistant boatswain.	Boatswain or assistant boatswain.	Able seamen.	Ordinary seamen.
200 and under 350....	1	1	...	...	3	1
350 and under 500....	1	1	...	...	4	1
500 and under 700....	1	2	...	...	4	1
700 and under 1,000....	1	2	...	...	4	2
1,000 and under 1,500....	1	2	...	...	5	2
1,500 and under 2,000....	1	3	1	1	5	1
2,000 and under 2,500....	1	3	1	1	5	1
2,500 and under 3,000....	1	3	1	1	5	2
3,000 and under 3,500....	1	3	1	1	6	1
3,500 and under 4,000....	1	3	1	1	6	2
4,000 and under 4,500....	1	3	1	1	7	1
4,500 and under 5,000....	1	3	1	1	7	2
5,000 and under 5,500....	1	3	1	1	8	1
5,500 and under 6,000....	1	3	1	1	8	2

In steamers of six thousand tons and upward one able seaman or his equivalent shall be added for every one thousand tons.

Sec. 16. That any sailing or steam vessel proceeding to sea without the full complement of seamen provided for by the minimum schedules of this Act shall forfeit to the United States for each effective hand or equivalent a sum double the wages saved by reason of such shortage; Provided, That this penalty shall not apply to any vessel unable, after reasonable diligence, to obtain her full complement; And provided further, That in every case the wages saved during the continuance of undermanning shall be distributed, pro rata to monthly wages, among the seamen employed during such continuance.

Sec. 17. That for the purposes of this Act the able seaman shall be considered the unit upon which to calculate the number of effective hands. Each of the following named shall be counted as one effective hand: Master, mate, carpenter, boatswain, sailmaker, donkey man, able seaman, and apprentice, eighteen or more years of age and with two years of sea service. Each of the following named shall be counted as two-thirds of one effective hand: Ordinary seaman, apprentice seventeen years of age and with one year of sea service, steward, male cook. Each of the following named shall be counted as one-third of one effective hand: Apprentice under seventeen years of age, boy.

Sec. 18. That an able seaman within the meaning of this Act must be nineteen or more years of age, and must have had at least three years of experience at sea, on deck, of which at least one year shall have been spent aboard a sailing vessel; and an ordinary seaman within the meaning of this Act must be eighteen or more years of age and must have had at least one year of experience at sea, on deck.

Sec. 19. That no person shall be engaged as an able seaman or an ordinary seaman except upon proof that he is such within the meaning of this Act. It is hereby made the duty of every board of local inspectors to examine applicants claiming to be able seamen or ordinary seamen, and to issue to each such applicant, after examination, provided he shall have shown the requisite fitness, a certificate as an able seaman or an ordinary seaman, as the case may be, which certificate shall be at all times retained by the person to whom it is issued; and any able seaman or ordinary seaman may prove his rating within the meaning of this Act by producing the certificate issued to him by any board of local inspectors in pursuance of this section.

Sec. 20. That every sailing or steam vessel voyaging between mainland ports of the United States, or between mainland and insular ports of the United States, or between insular ports of the United States, shall carry in her crew a boy or boys, as follows: If she be of three hundred tons or more but under one thousand five hundred tons (under deck), at least one boy; if she be of one thousand five hundred tons or more (under deck), at least two boys. Any vessel leaving any port of the United States without the boy or boys required by this section shall be liable to a penalty of one hundred dollars for each offense; Provided, That this penalty shall not apply if, after reasonable diligence, the boy or boys required by this section could not be obtained.

Sec. 21. That section fifty-two hundred and eighty of the Revised Statutes is hereby repealed, and that so much of treaties with foreign nations as provide for the arrest, imprisonment and delivering up to the vessel from which he has deserted of any merchant seaman is hereby abrogated. This Act shall take effect ninety days after its passage.

This bill had been introduced by Mr. Spight in the 59th Congress, and, as will be seen, seeks to amend the existing laws relating to American seamen in several particulars, the most important of which are better regulations about calling survey to ascertain the seaworthiness of any particular vessel, abolition of imprisonment for desertion in a foreign port in the "foreign" trade, the adoption of a minimum standard of efficiency for men employed as sailors, a manning scale, and the regulation of the hours of labor under ordinary conditions, at sea, and in port. These amendments are, most of them, part of the laws of European nations; other amendments were strongly recommended by a commission appointed by the Board of Trade of Great Britain in 1894, and which reported in 1896. They are also in accord with the recommendations of the Colonial Conference on Shipping, which reported in 1906.

The bill is at present before the House Com-

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 17, 1908.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping dull.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Feb. 10, 1908.
Shipping dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Feb. 10, 1908.
Shipping dull; prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 9, 1908.
Shipping and prospects poor.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 10, 1908.
No shipping during week.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Feb. 10, 1908.
Shipping dull; prospects poor.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 9, 1908.
Shipping and prospects poor.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 10, 1908.
Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Feb. 3, 1908.
Shipping quiet.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 13, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

Seattle Agency, Feb. 6, 1908.
Shipping quiet; plenty of men ashore; prospects brighter.

JOHN MEADE, Agent pro tem.

San Pedro Agency, February 6, 1908.
Shipping and prospects poor.
CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Feb. 14, 1908.
Regular weekly meeting was called to order at 8 p. m., Fred Swanson presiding. Secretary reported things in general quiet. The committee on wages and percentages for the season of 1908 brought in their report, which was, after a lengthy discussion, unanimously adopted, and the committee instructed to further confer with the Alaska packers. Officers for the ensuing year were balloted for.

I. N. HYLEN, Secretary.

93 Steuart St.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 10, 1908.
General situation unchanged.
V. A. OLANDER, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Feb. 11, 1908.
Shipping dull.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

DIED

Frank Berg, No. 166, a native of Sweden, aged 43, died at San Francisco, Cal., on February 12, 1908.

Carl Johan Gustafson, No. 672, a native of Finland, aged 28, died at the United States Sanitarium, Fort Stanton, N. M., on February 9, 1908.

Ernest Himpel, No. 1789, a native of Germany, aged 22, died at Portland, Or., on February 10, 1908.

Harold H. Sands, No. 127, a native of England, aged 31, died at Chemainus, B. C., on January 5, 1908.

Axel Edward Wahlstrom, No. 297, a native of Sweden, aged 42, drowned at Seattle, Wash., on February 7, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



NEPOTISM ON THE LAKES.

Not a few have without doubt observed a certain practice on the Lakes, peculiar to these waters. It is a known fact a large proportion of the "sailors" on the steamboats are there merely by acquaintance or relationship to the captains or mates. It is also a fact that whenever any of these men takes sick, or prefers to have a vacation—which is quite often—the mates or captains, as the case may be, are compelled to ship other men to fill the vacancies. Good care is exercised, however, that the men thus shipped are not informed of the fact that they are only being shipped for accommodation. They make a trip or two, then they are politely told that the men who have always been there have come back to take their places.

This, of course, is very nice for the man who came back, but rather an inconvenient joke on the one who is thrown on the dock and who must pay his fare to a place where he can hope to get another boat, and also lose several weeks perhaps before he can "strike a chance" again. What is more, no captain or mate has any business to hire a man under such conditions, without letting him know about it.

In remedying this evil, we do not propose to prohibit any man from resuming his work on the same boat, but we do demand that rules be adopted to prevent any such bamboozling in the future. Such rules would naturally accomplish the thing desired, for very few would prove generous enough to help to hold the berth for some one else, who was convalescing in a hospital, or was "over home" visiting relations and having a "high old time."

JAKOB JOHANSEN.

Milwaukee, Wis.

LIGHTS FOR LAKE MICHIGAN.

Major W. V. Judson, the United States Engineer for the Milwaukee District, has returned from an official trip to Washington bearing good tidings for the marine interests on Lake Michigan. The bill authorizing the establishment of a lightship for Milwaukee harbor has been introduced into Congress and both Congressmen Stafford and Cary have promised to exert themselves in behalf of its passage. Should the measure become a law at this session of Congress, the vessel would be anchored out in the Lake at the beginning of navigation for the season of 1909.

Congressman Stafford also has petitioned Congress to establish a lightship equipped with a fog signal at the southeast shoal, North Manitou; a fog signal station at Big Point Sauble, directly across the Lake from Manitowoc, a spot that has since the earliest records of navigation been regarded as a menace to navigation; a lighthouse, equipped with fog signal, at Lansing Shoal and a large acetylene buoy with fog bell at Garden Island Shoal.

All of these aids to navigation are important to mariners, and the representatives in Congress in the various districts in which the shoals are located have promised their earnest co-operation in the matter.

UNDERWRITERS HARD HIT.

The underwriters and the officials of the American Shipbuilding Company have reached an agreement on the loss on the passenger steamer City of Cleveland, which was badly damaged by fire at Detroit last season.

The big side-wheeler, which was built at the Wyandotte yard, was scheduled to go into commission on June 15 of last year. The steamer, which was nearly completed, was swept by fire on May 13. The loss was estimated at the time at \$730,000. The figures were not given out, but it is understood that the settlement was made on the basis of 75 per cent of the estimated loss. That means that the fire on the steamer cost the underwriters about \$550,000, which is the largest loss they were ever called upon to settle on the Lakes.

The work of rebuilding the steamer is pretty well along, and she will be completed in time to make her first trip on May 15. When the new boat is placed on the Cleveland route the steamer City of St. Ignace, which was the old City of Cleveland, will be operated between Detroit and St. Ignace.

Next to the City of Cleveland, the loss of the steamer Etruria, which was sunk by the steamer Amasa Stone, was probably the largest loss on the Lakes. That collision cost the underwriters about \$340,000. The underwriters were hit pretty hard when the steamer Cyprus foundered on Lake Superior last season. The loss on the boat and cargo was about \$300,000.

GUILTY OF REBATING.

The Mutual Transit Company, of Buffalo, which has been under indictment by the Government on a rebating charge, was recently found guilty of the charge by the jury before whom the case has been tried at Elmira. There is but one count in the indictment. The maximum fine than can be given under this single count is \$20,000.

Following the announcement of the verdict, Adelbert Moot, attorney for the Mutual Transit Company, made a motion for a new trial. Judge Hazel reserved sentence in the case, pending the arguments for a new trial, which will be heard in Buffalo on February 26.

The case has attracted much interest among Lake shippers generally. In 1904 the Mutual Transit Company accepted a shipment of iron ore from the Camden Iron Works of Philadelphia. The ore was consigned to Winnipeg, Canada. After the Camden Iron Works had remitted payment for transportation charges the Mutual Transit Company, it is alleged, sent the shippers a check for \$1,230.57. Two years ago the Camden Iron Works was brought up for trial in Philadelphia on charge of accepting a rebate, and convicted. The case is still in the higher courts.

The charge against the Mutual Transit Company was that of giving the rebate. The case was tried in Buffalo in November and the jury failed to agree, and was tried again in Elmira.

LATE OPENING OF SEASON.

According to the present outlook, the season of 1908 will be very late in opening. Newspaper reports show very little, if any, ore being shipped from the docks at Lake Erie ports, and practically no demand for ore. The Lumber Carriers' Association reports a falling off in business, and a Mr. Weeks has recently visited Tonawanda and other ports, obtaining signatures from lumber carriers to an agreement not to move their vessels next spring unless satisfactory agreements can be made with the various unions, comprising the labor of the Lakes. The Lake Carriers' Association is silent, as usual; but from hints and remarks made by some of those in position to know, it looks like opening on May 1, at the earliest. This would seem to indicate that it might be well for those who now have employment to keep away from the Lakes until something more definite is known.

W. H. JENKINS.

Conneaut, O.

Detroiters have purchased the wooden steamer John C. Gault. The boat has been owned by F. Reibenach, of Alpena, and Frank Upton, of Charlotte, N. Y., who have leased it to A. W. Ferguson and others. Mr. Ferguson is Detroit manager of R. G. Dun & Co. Part of the consideration is the handsome steam yacht Vita, built for M. S. Smith, of Detroit, and which cost originally about \$36,000. It has not yet been definitely determined what trade the Gault will be operated in. It will be remembered that the Gault sank the steamer Whitaker in collision at Bois Blanc Island, Detroit River, early last season. She received bow damage in the collision, but continued on to Bay City. While lying there she was injured on the side by the steamer Peshtigo, which crashed into her as she lay at her dock near a bridge. Temporary repairs were made and the Gault remained in commission until last year. She now is lying at the Ecorse shipyard, and will be repaired in first-class shape. The repairs will include new boilers, and the total cost will not fall short of \$10,000 or \$12,000. This will be borne, it is stated, by the underwriters. The Gault was built at Buffalo in 1881, and is 218 feet long, 32 feet 6 inches beam, and 13 feet 4 inches deep.

The sale of the steamer Empire State by the Barry Bros. Transportation Company, to Philip Schnorbach, of Muskegon, marks an epoch in the downward path of one of the oldest craft on the Lakes, a boat that in her prime was one of the finest vessels afloat on inland water. She will be converted into a stone carrier for use in constructing the Ludington breakwater. The work will be done at Muskegon. The Empire State was built in 1862. She is 212 feet long, 33 feet beam, and her carrying capacity is 1,116 tons. Phil Schnorbach didn't pay a very big price for the vessel. Gossip has even put the consideration as low as \$5,000, and this for a vessel which on the day of her launching must have represented an expenditure mounting into the hundreds of thousands of dollars.

MASTERS FOR LINE BOATS.

W. E. Lloyd, Superintendent of the Mutual Transit Company, has appointed the masters of the steamers of the company and those managed by the company for the season of 1908, as follows:

Steamer.	Captain.
North Wind.....	E. B. Blair
North Star.....	George Hayward
Northern King.....	E. C. Leath
Northern Queen.....	W. H. Stevenson
Northern Wave.....	D. L. Cartwright
Northern Light.....	S. B. Worden
Minneapolis.....	Walter Robinson
Saint Paul.....	Peter Thompson
Huron.....	Neil Anderson
W. C. Rhodes.....	George B. Crawford

UNION STEAMSHIP LINE.

Starrucca.....	John C. Clarke
Ramapo.....	J. A. McDonald
Owego.....	George W. Moore
Chemung.....	F. R. Gebhard
Tioga.....	C. W. Watson
Binghamton.....	Thomas Stevenson

TO CARRY PULPWOOD.

J. A. Francombe of Detroit, manager of the Hope Transportation Company, has secured the contract to carry pulpwood for the Detroit Sulphite Pulp & Paper Company the coming season. The contract calls for the delivery of 26,000 cords, which will be picked up at Port Arthur and other ports along the north shore of Lake Superior. In addition to the steamer W. R. Stafford and the schooner Ed. McWilliams, of the Hope Company, he has chartered the steamer George King and the schooners Teutonia, Gawn and Melvin Bacon. The Stafford will tow the McWilliams and the Bacon, while the King will tow the Teutonia and the Gawn. The King and tow are owned by M. Sicken, of Marine City. The pulpwood is to be delivered at the pulp and paper company's plant in the River Rouge.

MARINE ITEMS.

Captain Charles Christy, of Erie, master of the steamer Wissahickon, of the Anchor line, was stricken with paralysis recently, and is in bad shape. Captain Christy is one of the best known masters on the Lakes, and has been in the Anchor line for a number of years. He brought out the passenger steamer Juniata in 1905.

The new steamer Wainwright, building for the Wainwright Steamship Company, Erie, Pa., was launched at the Wyandotte yards of the American Shipbuilding Company, January 25. The Wainwright will carry 7,500 tons, being 440 feet long, 52 feet beam and 28 feet deep. The new ship will be brought out by Captain Dorin Elliott, of Bay City, who last year was in command of the steamer Uganda.

Joseph R. McClure has been appointed Government Inspector of the breakwater construction, the contract for which was let to Philip Schnorbach, of Muskegon, some time ago. Mr. McClure was for sixteen years lumber and pier inspector for Sands & Maxwell, of Pentwater, Mich. For some time he has been engaged in business at Ludington. The construction of the breakwater will begin about April 1.

REPAIRS ON STEAMER WADE.

The Toledo Shipbuilding Company has about completed repairs on the steamer J. H. Wade, which consisted of docking her, taking off thirteen plates on her bottom, bushing rudder pintle and outboard bearing, also putting her shoe in first-class shape.

After coming out of the dock the following repairs are being made: Removing her wooden deck and replacing same with steel deck; removing stanchions and deck beams in her hold, making her hatches sixteen feet fore and aft, which will enable her to unload at any of the modern unloading plants having the large clams. Also giving her new hatch covers and equipping same with the Mulholland hatch fastener. She will have steel coal bunkers and thorough repairs will be made on her boilers, giving her new auxiliary water and steam pipes and a new smokestack.

The steamer building for the Wilson Transit Company will be named for J. E. Upson, who is president of the company. The new boat, which is building at the American Shipbuilding Company, will be launched in about five weeks. Captain Joseph S. Wood, who sailed the steamer Captain Thomas Wilson last season, will bring the new boat out.

INFORMATION WANTED.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.	133 Clinton Street	Telephone 240 South.
BUFFALO, N. Y.	55 Main Street	Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.	37 Bridge Street	Telephone 552.
CLEVELAND, O.	81 Main Street (Old Number)	Telephone Bell West 351.
TOLEDO, O.	719 Summit Street	Telephone Black 6081.
NORTH TONAWANDA, N. Y.	152 Main Street	Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.	7 Woodbridge Street, East	Telephone 3742.
ASHLAND, WIS.	515 East Second Street	Ashland Phone 1563.
SUPERIOR, WIS.	1721 North Third Street	Telephone, Old Phone, 4428 L.
BAY CITY, MICH.	108 Third Street	
OGDENSBURG, N. Y.	40 Ford Street	
FT. WILLIAM, ONT., CANADA.	Box 235	
KINGSTON, ONT., CANADA.	(Box 96) King Street	

SUB-AGENCIES.

MANITOWOC, WIS.	725 Quay Street	
ERIE, PA.	107 East Third Street	Telephone Bell 599 F.
CONNEAUT HARBOR, O.	922 Day Street	Telephone Local 233.
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue	Telephone 1944 South Chicago.
SANDUSKY, O.	510 Meigs Street	

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Pelter Heidseick, Joe Walcott, Big Bear, Diamond D, El Tilado, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Pianos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Ames Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleason, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

SEAMEN'S BILLS IN CONGRESS.

(Continued from Page 7.)

mittee on Merchant Marine and Fisheries. No hearings have been held thereon, and it is not expected that any will be held during the present session of the Congress.

Since the loss of steamer General Slocum, in New York harbor, and the report upon that disaster by a commission appointed by President Roosevelt, there have been several efforts made to amend Section 4463 of the U. S. Revised Statutes, relative to manning of steamers, especially those carrying passengers; but measures to that effect which were introduced in the 58th and 59th Congresses failed of passage.

Upon my arrival at Washington I found that three bills had been introduced on this subject, one of which, H. R. 225, was identical with the bill which had been before the 59th Congress.

The General Meeting of the Masters, Mates and Pilots' Association met at Washington on January 20, and I took up with them those several bills that had been introduced, and our conference finally resulted in the drafting of a new measure, which was introduced by Mr. Goulden, of New York, on January 23, and which is as follows:

PASSENGER STEAMER CREWS.

H. R. 14941.

IN THE HOUSE OF REPRESENTATIVES
January 23, 1908.

Mr. Goulden introduced the following bill, which was referred to the Committee on the Merchant Marine and Fisheries and ordered to be printed.

A BILL

Amending section forty-four hundred and sixty-three of the Revised Statutes of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-four hundred and sixty-three of the Revised Statutes of the United States be amended to read as follows:

"Sec. 4463. No vessel subject to the provisions of this title, Revised Statutes forty-three hundred and ninety-nine to forty-five hundred, or to the inspection laws of the United States, shall be operated or navigated unless she shall have in her service and on board a full complement of licensed officers and a full and well disciplined crew sufficient at all times to manage the vessel, including the proper number of watchmen; Provided, That, except in the case of steamers navigating rivers exclusively, at least seventy-five per centum of the deck crew, exclusive of licensed officers, shall be individually effective hands, that is, of a rating not less than able seamen; and no one shall be employed as an able seaman unless he shall be nineteen or more years of age and shall have served at least three years on deck at sea, or on the Great Lakes; and provided, That such able seaman shall have sufficient knowledge of the English language to understand any order given in English. But if any such vessel, on her voyage, is deprived of the services of any licensed officer, or of any of the crew, without the consent, fault, or collusion of the master, owner, or any person interested in the vessel, the deficiency may be temporarily supplied until others can be obtained; and the local inspectors shall fix and determine the number of licensed officers and crew to be carried by any vessel subject to this title by inserting the number of such officers and crew so required in the vessel's certificate of inspection at the time of issuing said certificate. But should the master or owner desire to operate the vessel not more than twelve hours out of twenty-four in any one day, the local inspectors shall indorse on the certificate of inspection the number and class or kind of licensed officers and crew that are necessary for such reduced period of navigation; Provided, however, That the master, officers, owner, or agent of the said vessel may appeal from such determination by the local inspectors to the supervising inspector, and from him to the Supervising Inspector-General, and from him to the Secretary of Commerce and Labor, who shall have the power to revise, set aside or affirm the said determination of the local inspectors."

It will be seen that this bill seeks to confer legislative authority regarding the number of licensed officers and crew to be carried on steam vessels upon the Local Inspectors of Steam Vessels, and that it provides a standard of efficiency in 75 per cent of the deck crew; the standard being three years' service on deck at sea or on the Great Lakes, with the further proviso that these men shall be sufficiently familiar with the English language to understand any order issued. A hearing was had on this bill on January 23, at which representatives from the Masters, Mates and Pilots and also the Seamen were present and urged that the bill be favorably reported. We urged upon the Committee that Great Britain has a similar standard of efficiency applicable to all men signing as able-seamen in any port in Great Britain, and that the recognized standard in Germany was four years. We further urged that there are laws and regulations providing for standards of effectiveness in all life-saving appliances, and that, therefore, there ought to be a standard of efficiency applicable to each individual of the deck crew who are to handle these life-saving appliances. There have been hearings since, but so far no action has been

taken by the Committee. The bill is being vigorously opposed by the shipowners from the Lakes and the Atlantic Coast.

Congress is at present re-codifying the criminal laws, and it occurred to me that it would be well to look up the bill dealing with that subject, and as a result I found that Section 5347 of the Revised Statutes, which in 1897 was amended to read as follows:

"Sec. 5347. Whoever, being the master or officer of a vessel of the United States, on the high seas, or on any other waters within the Admiralty and Maritime jurisdiction of the United States, without justifiable cause, beats, wounds, or imprisons any of the crew of such vessel or withholds from them suitable food or nourishment, or inflicts upon them any cruel and unusual punishment, shall be fined not more than one thousand dollars or imprisoned not more than five years, or both. Nothing herein contained shall be construed to repeal or modify Section 4611 of the Revised Statutes,"—was about to be re-enacted.

It will be seen that, if there be "justifiable cause," corporal punishment may be applied. On December 21, 1898, Section 4611 of the Revised Statutes was amended so as to prohibit the use of any corporal punishment whatsoever. I immediately called the attention of Senator Heyburn, Chairman of the Codifying Committee of the Senate, and he agreed with the suggestion that the section should be amended so as to prohibit corporal punishment. In accordance with the promise made I find on page 1393, Congressional Record, first session, 60th Congress, that, when this section was reached, Senator Heyburn moved to amend so that the section would read:

"Whoever * * * beats, wounds, or without justifiable cause imprisons any of the crew * * * shall be fined not more than one thousand dollars, or imprisoned not more than five years, or both."

The amendment was agreed to. I also saw two members of the House and called their attention to the same subject, and received their promise to take care of it, when it should come up in the House.

It being the general opinion in Washington that very little, if any, legislation, outside of Appropriation bills, would be passed, and that there would be a very early adjournment of the Congress, it did not appear necessary to remain in Washington during this season. Besides, Thomas F. Tracey, who is a member of the Legislative Committee of the American Federation of Labor, promised to keep us well informed.

Respectfully submitted.

ANDREW FURUSETH.

Chairman Legislative Committee, I. S. U. of A.
San Francisco, February 17, 1908.

SEAMEN'S PENSION FUND.

The regulations hitherto in force in Greece for providing pensions for superannuated and incapacitated seamen have been superseded by those contained in a new law promulgated on August 3 (O. S.), 1907.

Old age pensions are granted to seamen at the age of 56 years, provided that 25 years of service have been recorded, and invalids' pensions to seamen incapacitated through accident, or on becoming unfit for further duty through any cause, after 15 years' service. Pensions are also granted to widows and orphans of pensioned seamen, seamen killed by accident, and seamen who die after 15 years' service.

The resources of the Government fund from which these payments are provided consist mainly of compulsory deductions from wages, contributions from shipowners, from the revenues of maritime communes, and from port funds, also from dues payable by seamen on marriage, fees charged for sea-service books, for issue of certificates and log books, and a number of other sources tabulated in the law.

The scale of pensions is based on the average rate of monthly contributions deducted from the seamen's wages.

It is said that Charles G. Dawes, president of the Central Trust Company of Illinois and former Controller of the Currency, will quit banking and finance to become a composer of music. He is a great lover of music and has already composed many pieces that have been well received in New York and Chicago.

INTERNATIONAL SEAMEN'S UNION
OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
PORT TOWNSEND, Wash., 114 Quincy St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., 821 Alakea St., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-
TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Steuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION
OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Or., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Or.
ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF
CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 FRANKINE STREET, SYDNEY, N. S. W.

INFORMATION WANTED.

Harry Fovell, No. 17,024, L. S. U., is inquired for by his mother, Mrs. C. Fovell, 3206 Cottage Grove Ave., Chicago.

Wm. Vandroske, No. 19,752, L. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Harold Hansen, No. 13,880, a member of the Lakes Seamen's Union, is inquired for by his uncle, John Carlson, 1056 Sheffield avenue, Chicago, Ill.

Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Harold Olsen is requested to send his address to his brother, G. I. Olsen, 1069 Hampshire St., San Francisco. The latter wishes to communicate with the former on matters of importance.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

Jerome Dwight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first-mate in vessels plying between the West Indies and Atlantic ports is inquired for. Any one knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

INSURANCE AGAINST SICKNESS.

On July 1, 1907, a new Hungarian law came into force providing for the insurance of employes against sickness and accidents. The new law amends the legislation previously in force relating to insurance against sickness, and introduces, for the first time, a general scheme of compulsory insurance against accidents.

Insurance against sickness is now made compulsory for all persons, irrespective of age or sex, whose earnings do not exceed £100 a year, or 6s. 8d. a day, and who are employed either temporarily or permanently in any industrial undertaking, including the railway, postal and telegraph services and industrial undertakings carried on by the State or by local authorities. The obligation applies not only to wage earners in the ordinary sense, but also to "home workers," *i. e.*, persons working for an employer in their own workshops or homes, and to apprentices. Half of the insurance premium is paid by the employer and half by the insured, who, for the calculation of their premiums, are divided into groups according to their average wage. The total premium must not be less than 2 per cent. or more than 4 per cent. of such average wage. In case of sickness the insured are entitled to free medical attendance and medicine for a period not exceeding 20 weeks. Where there is also incapacity for work lasting more than three days, an allowance of half an average day's wage per day is granted during the period of such incapacity, but not for more than 20 weeks. In case of death an allowance of 20 times an average day's wage is made to cover the cost of burial. Should the means at the disposal of the fund permit, the periods of help may be extended and the allowances increased, within certain stated limits.

The new law makes insurance against accidents compulsory for all persons, irrespective of sex, age or earnings, employed either temporarily or permanently in factories and workshops employing at least 20 persons; in all establishments in which power-driven machinery or steam boilers are in use; in mines, quarries and salt works; in foundries; in ship-building; in carpentry and joinery works and saw mills; in the building trades; in the making of roads, bridges, railways, etc.; in the railway and shipping services; in the production of, or work connected with, inflammable, unhealthy, poisonous or explosive materials or articles, etc., and also in the postal and telegraph services and in industrial undertakings carried on by public authorities. The whole of the cost of insurance against accidents is borne by the employers. The amount to be paid by them is computed at the end of each year, the contribution of each employer depending on (1) his yearly wages bill (reckoning not more than £100 for each insured person), (2) a number representing the relative risk of accidents in the occupation. Those employing five persons or less have instead to pay a fixed sum yearly for each person insured (2s. 6d. for the next 10 years and 4s. 2d. afterwards). For bodily injury resulting from an accident, the injured person is entitled, during the first ten weeks after the accident, to the benefits provided for those insured against sickness, and where the injured person is not insured against sickness those benefits must be provided at the employers' cost. From the eleventh week after the accident he is further entitled to an allowance for so long as his incapacity (whether total or partial) may last. The amount of the al-

lowance varies according to the degree of incapacity, the maximum being 60 per cent. of the yearly earnings; but where complete helplessness ensues the allowance is increased to the full amount of the yearly earnings (up to £100). In the event of death due to accident, burial money is paid as in the case of death due to sickness. Should the deceased be a married man, his widow receives, until death or re-marriage, an allowance at the rate of 20 per cent. of his yearly earnings (up to £100). Should the deceased be a married woman, then, provided she had supported her husband on account of his incapacity for work, the latter receives, per annum, 20 per cent. of the woman's yearly earnings, while such incapacity lasts. The children of an insured person killed by accident also receive allowances up to the end of their sixteenth year, but the total annual allowance to survivors must not exceed 60 per cent. of the yearly earnings of deceased.

The insurance is effected through two State Funds with headquarters at Budapest and Agram respectively, the former having jurisdiction in Hungary Proper and the latter in Croatia-Slavonia. For local purposes the State Funds will operate through District Funds and Factory Funds, the former dealing with both sickness and accidents, the latter with sickness only.

TO CARRY FROZEN MUTTON.

It is claimed at Vancouver that the Canadian-Australian line of steamships, a service which is subsidized by the Canadian and Australian governments, has contracted with one Australian exporter of frozen mutton to furnish him all the refrigerator space on its steamers for the season. In consequence, the largest firm of meat dealers in British Columbia has made arrangements to bring in a record cargo of frozen mutton by a specially chartered vessel. The steamer bringing the mutton, which, it is alleged, could not secure space on the Government-subsidized line, is the *Oriana*, of 4,419 tons gross, and fully equipped with refrigerating chambers of large capacity. She is reported to have loaded 10,000 carcasses of frozen mutton at Sydney. Besides her frozen mutton the *Oriana* brings hardwood and general merchandise to Vancouver and a part cargo of Australian coal, which she will discharge at San Francisco after finishing at this port.

The *Oriana* has been chartered to make two trips between Sydney and Vancouver. She was scheduled to reach Vancouver early in January. Her second sailing from the Australian port will be between February 20 and March 10, and on that trip she will also bring an immense cargo of frozen mutton.

Eugene Zimmerman of Cincinnati is rivaling William Waldorf Astor in becoming the largest owner of historic castles in Great Britain. He has already acquired Kylmore and Kimbolton castles, and is now negotiating for the purchase of Tanderagee castle and of Brampton House, the last of the last proof of "Money Magic" had been the historic Manchester estate.

King Edward has sent to the British Museum a collection of "passwords" used for the court and city in 1812 and 1820, and signed by George IV. Passwords are still used in the Tower of London.

SPONGES IN HAWAII.

That these waters produce sponges of good marketable quality has long been known. That they are as good as those produced anywhere, was demonstrated by the scientific men of the Albatros expedition some years ago. That they are produced here in considerable quantity is evidenced frequently. A considerable number of large, serviceable-sized sponges, gathered at the other end of this island by Lee Todd, were sent recently to the Regents of the College of Agriculture. They make an exhibit that is convincing.

The suggestion was made through the columns of this paper the other day that aid might be secured from the Federal Government to carry on the cultivation of sponges in these waters. But while this may doubtless prove a valuable suggestion, the fact remains that there is no need to wait either for Government aid in this direction or for the results of cultivation before a remunerative industry can be inaugurated. Sponge fishing has been carried on for centuries with the most primitive appliances. Indeed, there has been very little improvement in the appliances since the very earliest ages.

By reason of the simple appliances required, and because the work fits in with the habits and heritage of the native Hawaiians, it would seem that sponge fishing is an industry that might be engaged in by them with advantage. Sponges grow within depths that are not beyond the diving powers of the Hawaiians. In fact, diving without diving appliances has been the most extensively practiced means of securing sponges from the earliest days. Boats of primitive design and build have been sufficient in the Mediterranean since the days of Tyre and Sidon. Doubtless boats with glass bottoms, or glass in the bottom of boats, would be of great service as an aid in locating the sponge ledges. But these are beyond neither the skill nor the ingenuity of the native Hawaiian, as is proved by the fact that the principle has been very ingeniously applied by them as an aid in gathering limu. In this work, which is carried on in water of wading depth, a box with a glass in the bottom of it is used to more readily discover the limu at the bottom of the water.

After the sponges have been gathered they must be prepared for the market. The appliances for this are simple and inexpensive, and could easily be provided from outside sources should any one undertake to foster and develop sponge fishing in Hawaiian waters. Among the many generous and kindly efforts made to foster self-help among the Hawaiians, it would seem that none could find better opportunity than in sponge fishing.—Pacific Commercial Advertiser of Honolulu.

Ernest Thompson Seton, after his seven months' exploring expedition, through the country north of the Hudson Bay, is again at his country seat, Wyndygoul, hard at work compiling data which will tell of the expedition. In January he sails for Europe on a lecture tour through England and Scotland.

The railroads killed 196 persons in Chicago during the first nine months of this year, the street cars 106, teams and wagons forty-eight and the automobiles only ten.

World's Workers.

The Carpenters' Union of San Diego, Cal., has voluntarily decided to reduce the wage scale from \$4 to \$3.50 a day.

The changes in hours of British labor reported during December, 1907, affected 2,155 workpeople, whose aggregate working time was reduced by 2,557 hours per week.

The number of British paupers relieved on one day in December, 1907, in thirty-five selected urban districts, corresponded to a rate of 223 per 10,000 of the estimated population.

The strike of the dockmen of Calao continues, and the port is full of vessels, waiting to be unloaded. The wharves are crowded with merchandise, and already there have been heavy losses to trade and a general rise in prices.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during December, 1907, was 277, a decrease of 3 as compared with the previous month, but an increase of 21 as compared with December, 1906.

The shipbuilders on the northeast coast of England have given notice that the services of all workingmen will be dispensed with on February 1. This action is an outcome of the strike inaugurated on January 22, the men refusing to accept a reduction in wages.

At the intervention of the Sydney Labor Council, the New South Wales sawmill proprietors reluctantly met the representatives of the employees' union in conference. The proprietors, however, refused to recognize the log of wages adopted by the union as a basis of settlement.

In view of the present distress in Vienna, Austria, the municipality has decided to erect a temporary shelter for the homeless poor. The structure will accommodate 1000 persons, and will cost \$60,000. It will be erected upon an open site and will be provided with plenty of bathrooms and sanitary requisites.

In giving the decision of the Sydney (Australia) Arbitration Court relative to the claims of the Boot Trade Union, Judge Heydon increased the minimum wage from £2 5s. to £2 8s. per week, and added that if the wages paid in Victoria were increased by the Wages Board, the Sydney wages would also be raised to £2 14s. per week. Brisbane boot manufacturers pay the lowest wages in Australia.

The total number of cases of poisoning and of anthrax reported to the British Home Office during December was 60, there being 56 cases of lead poisoning, 2 of mercurial poisoning, 1 of arsenic poisoning, and 1 of anthrax. There were also 2 deaths, both due to lead poisoning. In addition to the above, 16 cases of lead poisoning (including 5 deaths) were reported among house painters and plumbers.

The net effect of all the changes in British wages reported in December was an increase of £26,281 per week, as compared with an increase of £10,665 in November, 1907, and one of £8,387 per week in December, 1906. The number of workpeople affected was 492,875, of whom 486,005 received advances amounting to £26,397 per week, and 6,870 sustained decreases amounting to £116 per week. Of the workpeople whose wages were increased, 464,000 were in the coal-mining industry.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, ncc Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Adams, Chas.	Johansen, K. F. -1677
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Hawkes, W. J.	Schuberg, F.
Hansen, Ole T.	Scherlau, Rob.
Henningsen, S. J.	Schmit, F.
Hermansen, Frantz	Schafer, Paul
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Herre, Edmond	Schulze, Aug.
Heggerson, Louis	Sebell, Ch.
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Holm, John	Shannon, H. C.
Haygaard, T. S.	Simonsen, B.
Holmes, T. A.	Slivertsen, Anton
Hoflund, R.	Slivertsen, S. B.
Hofslund, M. B.	Slemers, B.
Iuerson, S. E.	Smith, Ed.
Jacobson, John A.	Smith, J. A. W.
Jacobson, Hans	Smith, Ed.
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Jensen, Ludvik	Soderholm, Alaric
Jorgensen, Alfred	Sovik, C.
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Jorgensen, Wm.	Staff, C.
Johanson, Johannes	Stander, A.
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Johnson, J. A. -1659	
Johansen, H. -2126	

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Straton, W. Van	Wanons, Geo.
Svendsen, S. -1714	Walmer, E.
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Tuominen, A.	Wickblad, O.
Udley, H. T.	Woods, J.
Ustad, J. S.	Wylurg, E.
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Portland, Or., Letter List.

Andersen, F.	Karlsson, A. M.
Andersen, Geo. Chr.	Larsen, F. -1113
Andersson, A.	Lyche, Harris M.
Andreassen, Nels	Lindeman, A.
Bjorkman, Chas.	Lang, G.
Bluhm, Peter	Le Fevre, Louis
Bauwens, Edemon	Lange, F.
Bergh, Edw.	Lettre, Honore
Bostrom, Nils A.	Maaack, Hans
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Dalton, Thomas H.	Nordstrom, Knut O.
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Goethe, Viktor B.	Olson, Albert
Griell, Bernhardt	Olson, Olaf
Gustafson, A.	Olson, Arthur G.
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Jansen, Harald L.	Sepala, T.
Johannessen, Hans	Schmidt, Fritz
Jensen, Hans	Swesedsen, Carl
Janson, Oscar	Tyrholm, Johan
Jonsson, C. A.	Thomson, John
Jahnke, Arthur	Tornbeck, R.
Johnson, Andrew	Vincent, Joseph
Johansen, F. B.	Viebrock, Chas. H.
Johanson, A. J.	Werner, O.
Kristoffersen, Emil	Wilsen, Anders
Kaderhecht, Alf	Waltner, M.

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYSClothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
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Visit**THE NEW YORK STORE**717 PACIFIC AVE.
OLSON BROS. & CO., Proprietors.Where the Best
Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.**BONNEY & STEWART**

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Third and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

SEATTLE, WASH.

Change of Ownership SaleMcCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.**McCORMACK BROS.**

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THE HUBShoe and Clothing Company
UNION MADE HEAD TO FOOT OUT-
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UNION MADE CLOTHINGFURNISHINGS,
HATS AND
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Gents' Furnishing Goods

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Squire-Latimer Block. Seattle, Wash.

SEATTLE NAUTICAL SCHOOL,

Navigation and Nautical Astronomy

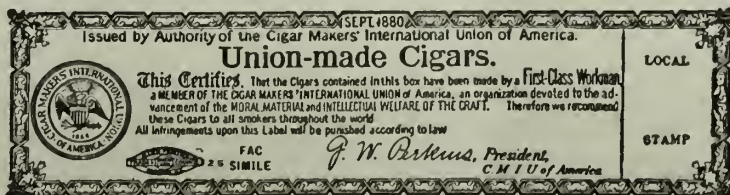
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Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
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American and British.

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Pt. Townsend Letter List.

Encbom, Carl R.	Larsen, Anton
Eliassen, C. E.	Larsen, L. K.
Evans, Stanley	McLennan, Donald
Grew, Jorgén	Olsen, Alfred
Heine, C.	Stachenssen, C.
Helms, William	Syverson, Syvare
Hartman, Karl	Sande, Anton
Knopff, Fritz	Tugland, Karl

**Understand****BROTHER
UNIONISTS**That the best made shoes—the shoes made under the best manu-
facturing conditions—the shoes that best stand wear—bear the Union
Stamp, as shown herewith.Ask your dealer for Union Stamp Shoes, and if he cannot supply
you, write**BOOT AND SHOE WORKERS' UNION,**
246 Summer Street, Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**Home News.**Congressman Sulzer, of New York,
has introduced a bill to make Lin-
coln's birthday a public holiday.The Michigan Constitutional con-
vention on January 29 voted down a
proposal for woman suffrage, 47 to 34.The constitutional amendment de-
signed to disfranchise the colored
voters of Maryland was passed by the
Senate of that State on February 14.A heavy earthquake shock at Sitka,
Alaska, on February 14, caused much
alarm in the town and interrupted
cable communication between Sitka
and Valdez.Representation in the House of
Representatives was increased by two
on February 5, when Legarde and
Ocampo, resident Philippine Commis-
sioners, took their seats.A bill appropriating \$403,000 for the
payment of Catholic church claims in
the Philippines was reported favor-
ably by the House Committee on In-
sular Affairs on February 4.The lower house of the Mississippi
Legislature on February 7 passed the
statutory prohibition bill providing
that all saloons in that State shall
pass out of existence on December 31.The banking firm of Wilson, Col-
ston & Company, of Baltimore, Md.,
went into the hands of receivers on
February 3. The assets are roughly
estimated at \$870,000 and the liabili-
ties at \$955,000.The Farmers' Co-operative Har-
vesting Company of America of
Springfield, Ill., went into the hands
of a receiver on February 13. C. S.
Clinger of Springfield has been named
in that capacity by the court.Roland Beard, Compton Lehman
and Joseph Miller, ice men, who were
found guilty last July of conspiring in
restraint of trade, were sentenced to
six months each in the county jail
and to pay the costs of prosecution at
Toledo, O., on February 4.A joint resolution was adopted by
the House of Representatives on
February 7 giving each of the two
Philippine Commissioners in Congress
the same salary of \$7500 enjoyed by
members and Senators, with an addi-
tional \$2000 each in lieu of mileage.Senator Stone, of Missouri, on
February 5 introduced a joint resolu-
tion authorizing the President to re-
linquish control of the Philippine Isl-
ands in 1913, but not until first se-
curing a pledge from other nations
to preserve the neutrality of the isl-
ands.The Immigration bill framed on the
lines of the Natal Act which provided
that all immigrants who can not
write or read English or a language
of Europe will be refused landing,
was passed by the British Columbia
Legislature on February 5 and will
be referred at once to the Lieutenant-
Governor for assent.An amendment has been made to
the convention negotiated between
Canada and the United States as re-
gards the postage paid on daily
papers. Daily newspapers now
charged 4 cents a pound will in fu-
ture be 1 cent a pound. Weekly
newspapers and periodicals remain the
same, 4 cents a pound.A cable from Nome says that the
richest pay ever struck in Alaska so
far as known, has just been found on
Lakeview claim, on the tundra near
Port Davis. Gold taken from the
ground on Lakeview average \$40 to
the pan, with exceptional pans that
yield enormous pay. The pay streak
is fifty feet wide.

Domestic and Naval.

The United States battleship fleet steamed into Valparaiso, Chile, on February 14, and after being reviewed by President Montt put to sea again and continued northward.

Senator Frye's joint resolution providing that materials for the construction of the Panama Canal shall be carried only in American bottoms was favorably reported on February 6th.

The commander of the gunboat Du-buque at Porto Cortez, Honduras, reports to the Navy Department having received news of the wreck of the fruit steamer Anselm near Belize, British Honduras.

The Senate bill to increase the efficiency of the personnel of the Revenue-Cutter service was reported favorably by the House Committee on Interstate and Foreign Commerce on February 13.

The revenue-cutters Onondaga and Seminole, after an extended search for the overdue Philadelphia steamship Bluefields, returned to that port on February 10 without having seen any trace of the vessel.

The United Fruit Company's steamer Baker, which plies between Philadelphia and Bocas del Toro, has been wrecked on a coral reef near the Cuban coast. The crew of the vessel were rescued and taken to Savannah.

Senator Gallinger on February 4 favorably reported from the Committee on Commerce a bill increasing the mail subsidies on steamship lines between the United States and ports in South America, the Philippines and Australasia.

A sunken wreck, with two masts standing, was reported recently by Captain Hansen, of the steamship Shawmut, which arrived at Philadelphia, Pa., from Jacksonville, Fla., as lying six miles south of the Winter Quarter Lightship.

The official seals of all steamship companies engaged in transatlantic passenger traffic were put to an agreement on February 7 which ends the recent rate cutting and by which the companies undertake to maintain certain rates for all classes of passengers, the figures of which will be made public shortly.

Captain William H. Van Schaick, who two years ago was sentenced to serve ten years at hard labor in Sing Sing for criminal negligence on account of the burning of the excursion steamer General Slocum on East River, N. Y., must go to the penitentiary according to a judgment rendered on February 12 by the United States Circuit Court of Appeals.

Captain Risk, of the steamer Algiers, which docked at Philadelphia, Pa., recently, said that he had passed close to the shore between the Winter Quarter and the Fenwick Island Lightships, but that he had seen no sign of the three-masted sunken schooner which was sighted by the Merrimack and supposed to be the wreck of the Berwind.

The British steamer Mercedes de Larrinaga, from Galveston January 23, for Manchester, passed Kinsale on February 13 and signaled that she had on board the crew of ten of the American schooner Edward J. Berwind, having picked up the men in mid-Atlantic. The Berwind left New Orleans on January 12 for Philadelphia. She was sighted at sea February 7, abandoned, with her deck awash, 500 miles east of Charleston, S. C.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aasen, Alfred
Abolin, K.
Abrahamsen, As.
Adamson, J.
Ahlborg, G. A.
Ahlborg, R. W.
Akselsen, Gus
Allen, James
Andersen, Bernhard
Andersen, Olaf
Andersen, Johannes
Andersen, -1420
Andersen, Kristian
Andersen, -623
Andersen, -1073
Andersen, Geo.
Andersen, Oscar
Andersen, -1108
Andersen, -1260
Andersen, Louis
Andersen, Fred
Andersen, Emil
Andersen, Chas.

Bacann, V.
Baillie, Joe
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Barney, Harry
Bartels, Herman
Beehler, Josef
Becklau, J.
Beer, Franklin H.
Belin, Eric
Beling, O.
Bengtsson, J.
Bensen, Sigurd
Bensson, -986
Berentsen, Oskar
Berg, A. C.
Berge, Johan S.
Bergquist, Stanley
Bergstrom, Frank
Bickel, Leonard
Bjerregard, Chr.
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Bjorseth, Knut
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Black, John

Cameron, H.
Carlsen, Hans
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Castro, Lucas
Chambers, A. G.
Choate, Fred
Christensen, O.
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Christensen, J. M.

Dahl, Olaf
Dahlbeck, John C.
Dahlman, J. A.
Danenberg, Rudolf
Danielsen, Sigurd
Danstane, Hy
Daugul, G.
Davidsen, Jakob
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Day, H. E.

Easton, R. W.
Edler, Carl
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Edolf, C.
Edwards, Benj.
Ehrman, D.
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Falck, Axel
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Fercula, John
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Fjeldstad, Olaf
Follis, George
Fossee, Johan M.

Gabrielsen, Knud
Gad, Sophus
Gahmeyer, H. R.
Garland, Henry
Gartz, Wm.
Gellrich, Geo.
Gerhard, F.
Gillholm, Albin
Glasson, John L.
Gray, Alex.

Haaagensen, M.
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Haglund, Richard
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Hammarsten, Oscar
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Bojesen, P. A.
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Bregler, Fred
Brox, Henrik
Brelin, A. E.
Brouwer, G.
Brumlinger, P.
Brydoso, John
Buass, Thos.
Bugge, Fritz
Bult, Ernst
Burdick, Chas.
Burgwardt, R.
Burke, Simon F.
Burmeister, S.

Christensen, Albert
Christensen, C. E.
Christensen, John P.
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Christiansen, H.
Classon, John
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Clementz, Ole
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Grieff, Edward
Gronberg, Erik
Gundersen, Chr.
Gundersen, John
Gunnar, C.
Gustafsson, A. F.
Guthrie, Raymond
Guttenberg, Aug
Guzek, Bernhard

Helmer, F. H.
Helmros, Gus
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Hewitt, Sam T.
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Hore, Alice
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Maas, Rudolf
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Madsen, Thorolf
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Mahsing, W.
Mancilla, P. A.
Mangels, Carl
Mansfield, Jack
Markman, Harry
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Martinsen, Al.
Mathisen, Olaf
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Mattsson, K. J.
Mayes, Yael
McBeth, J. W.
McKerron, Wm.

Nelsen, B. P.
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Schmalkuche, Fr.
Schmidt, Alfred
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Schuler, Ed.
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Schwahn, C.
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Seaburg, Gust
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Siegel, Arthur
Sievlers, Herman
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Urberg, Jno.
Van der Sluys, G.
Van der Vlies, P.
Van Galen, Last
Vejooda, F.

Wasenius, Sigurd
Watts, E.
Weseth, Wm.
Westerland, L.
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Kaale, G.
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Barre, R.
Behrs, P.
Begovich, John

Bergh, P.
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Berthelsen, Alf.
Bjork, A.

Blecha, A.
Broman, C.
Braun, Wm.
Brogard, N.

Burke, C.
Campbell, G.
Cederholm, B.
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Drager, O.

Dupon, J.
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Person, Hjalmar
Rehbeln, Ernest
Russell, Ed.

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Diez, H.
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Ketringer, A.
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Knapff, Fritz
Knudsen, Jacob E.

Niccolai, Sant.
Nylund, Sven
Olsen, Brar.
Peterson, Gert.

Rollo, R.
Shulls, Christ.
Svensen, Olaf
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Wellberg, Karl

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Andersen, S.
Armin, Walter
Bastram, C.

Carlson, Oscar
Ekwall, T. A.
Fleurle, George
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Ingebreetsen, Alfred
Jensen, Hans
Johnson, Hans
Johnsen, J. -95

Knapp, Fritz
Knudsen, Jacob E.
Michell, Agutino
Nicolai, Sant.

H. W. HUTTON
ATTORNEY-AT-LAW
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P. O. Box 315 San Francisco, Cal.
Maritime Matters and Criminal Law
a Specialty.

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526 California St., San Francisco, Cal.

Guaranteed Capital\$ 1,200,000.00
Capital actually paid up in
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Reserve and Contingent Funds 1,428,855.95
Deposits, Dec. 31, 1907..... 36,907,687.50
Total assets 39,529,434.87
Remittance may be made by Draft,
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Office Hours: 10 o'clock a. m. to 3
o'clock p. m., except Saturdays to 12
o'clock m. and Saturday evenings from 7
o'clock p. m. to 8 o'clock p. m. for receipt
of deposits only.

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Herrmann; Secretary, George Tourny;
Assistant Secretary, A. H. Muller; Good-
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Good Shoes, Hats, Genuine Stock-
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WARDS, 4 Mission St., around cor-
ner Sailors' Union Hall, S. F.

INFORMATION WANTED.

John Behrman, a native of Olden-
burg, Germany, born 1858, is inquired
for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of
Tromso, Norway, last heard from in
Adelaide, Australia, is inquired for by
his brother. Address, Coast Seamen's
Journal.

Hans Uren, a native of Norway,
aged about 30, last heard of on the
Atlantic Coast, is inquired for by his
brother, John. Address, Coast Seamen's
Journal.

Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalsund, Norway.

Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.

W. Wilson, fireman, who joined the
steamer Coma at Barry Dock on De-
cember 22, 1904, was last heard of at
Spencer's Bridge, British Columbia,
in August, 1905, is inquired for by J.
Henson, Seamen's Union, Barry Dock,
South Wales.

C. J. Carlson, a native of Helsing-
borg, Sweden, aged about 47, last
heard of at San Francisco about eight
years ago, is inquired for by his
mother. Any one knowing his present
whereabouts please address Mrs. Ho-
keson, Ferndale, Wash.

Richard Simmons is inquired for
by his sister. He was last heard of
twenty years ago while mate of an
English ship. Any one knowing his
whereabouts will please notify the
Lake Seamen's Union, 1430 Madison
street, Chicago, Ill.

William L. Nelson, No. 901, who is
supposed to be sailing on this Coast,
is inquired for by his aunt. His per-
sonal description is the following:
Age 17, weight 160 pounds, height 5
feet 8 inches, dark complexion. Any-
one knowing his whereabouts will
please communicate with Mrs. M.
Kirk, 1722 Twelfth avenue South, San
Francisco.

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INFORMATION WANTED.

Rudolf Carlsen wishes to know the
whereabouts of his brother Edward
Carlsen, address, Sailors' Union, Box
65, Seattle, Wash.

Wilford Lawton Easterbrook is in-
quired for by his mother. Any one
knowing his present whereabouts
please notify Mrs. Nettie L. Easter-
brook, 146 East 26th street, Portland,
Ore.

Christian Pettersen, a native of
Larvik, Norway, aged 22, last heard
of on the steamer J. D. Marshall, on
the Great Lakes, in July, 1907, is in-
quired for. Address, Olaf M. Han-
sen, Lake Seamen's Union, 143 W.
Madison street, Chicago, Ill.

Herman Schmidt, No. 1767, age 23,
a native of Germany, supposed to be
sailing on the Pacific Coast, is re-
quested to communicate with his
mother, Mrs. G. Schmidt, Hamburg,
St. Pauli, 29 Cophien-str., where im-
portant news is awaiting him.

Carl Alfred Anderson, aged about
50, and Johan Bernard Anderson, aged
about 47, natives of Halmstad, Swe-
den, last heard from at San Francisco
16 years ago, are inquired for by their
brother, B. A. Anderson, 310 Richland
avenue, San Francisco.

Lewis, or Louis, Albion, sailing on
the Pacific Coast as master-mariner
for a number of years, and supposed
to have died in 1898 at about the age
of 80, is inquired for. Any one hav-
ing any information regarding the
above please communicate with Coast
Seamen's Journal.

Labor News.

The Pepperell Manufacturing Com-
pany resumed full time in the Bidde-
ford (Me.) cotton mills on February
17. About 4,000 operatives are af-
fected.

The Republic Iron and Steel Com-
pany has announced a 7 per cent re-
duction in the wages of the blast-
furnace workers in the Mahoning and
Shenango valleys.

Between 5,000 and 6,000 men re-
turned to work at the Lorain plant of
the National Tube Company on Feb-
ruary 10. The plant had been closed
down for several months.

T. L. Lewis has been declared
elected President of the United Mine
Workers of America, to succeed John
Mitchell, by a majority of 2,000 over
his opponent, W. B. Wilson.

One thousand men formerly em-
ployed by the Pennsylvania Steel
Company at Steelton, Pa., have been
called back to work after an enforced
idleness of more than a month.

The Ballard (Wash.) shingle mills
inaugurated a lockout against union
men on February 10, and as a result
the Queen City mill was closed down
and the Canal Lumber Company mill
was practically closed.

One thousand miners employed by
the Crerar-Cling Coal Company of
Chicago went on strike at Duquoin,
Ill., on February 12. The trouble
originated over the price of powder
which the operators have been selling
to the miners.

Twenty-seven train crews of the
Chicago, Lake Shore and Eastern
Railroad, the steel companies' road to
Joliet, Gary, Ind., and other points,
have been notified to report back for
work. The news caused great rejoic-
ing in South Chicago.

Lack of business is believed to have
been the cause of the order for the
closing of the machine shops at
Sparks, Nev. One hundred and fifty
men will be laid off at the start,
though in the neighborhood of 250
will be affected by the order.

The plate, slab and structural mills
of the Illinois Steel Company in
South Chicago, which have been prac-
tically shut down for several weeks,
opened on February 10, giving em-
ployment to 2000 men. It is estimated
that 5000 more men will shortly be
put at work.

Announcement was made at Denver,
Col., on February 14 that the agree-
ment of the Denver and Rio Grande
Railway with its mechanics, which
provides for strictly union shops,
minimum hours of labor per week and
the wages which must be paid, will be
abrogated on March 14.

Seventy-two men, representatives
of all the classes of labor employed on
the New Orleans river front, and
which compose a union known as
the Dock and Cotton Council, were
indicted by the United States Grand
Jury at New Orleans on February 14
on the charge of conspiring to re-
strain trade in violation of the Sher-
man Anti-Trust law.

Over 2,000 workmen who have been
idle since November and December
have resumed work in the Wheeling
(W. Va.) district. A dozen additional
mills at the Aetna Standard plant
have started, giving employment to
500. Hasking glass plant, Martin's
Ferry, gives work to as many more.
The starting of the Top mill furnace
and the Wheeling Steel and Iron
Works gives employment to over
1,000. The National Tube Company,
Riverside plant, will partially resume
about the 20th.

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Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

Reier Gunderson is inquired for by
his brother, Borre Christian Gunder-
son. Address Sailors' Union, 44-46
East street, San Francisco.

Bror Henry Wilhelm Clausen, a
native of Doderhults, Forsamlin, Swe-
den, born 1880, is inquired for. Ad-
dress, Coast Seamen's Journal.

Clement MacDonell, No. 12,141, a
member of the Lake Seamen's Union,
is inquired for by his mother. Ad-
dress, Mrs. A. J. MacDonell, 996 Fe-
dora street, Los Angeles, Cal.

Fred Thompson, a native of Goten-
burg, Sweden, aged about 42, last
heard of on the Pacific Coast in 1893,
is inquired for by his brother, Charles
Hallen, 500 Fifth avenue, New York
City.

Ivar Walter Lindblom, native of
Finland, last heard of at Ketchikan,
Alaska, about a year ago, is inquired
for by his parents, also by his brother
Albert. Address, 696 Fulton, or Car-
penters' Union No. 22, San Francisco,
Cal.

H. Wilson, M. P., President of the
National Sailors' and Firemen's Union
of Great Britain and Ireland, desires
to ascertain the whereabouts of one
John R. Russel, who was one of the
crew of the British steamer "St. Hel-
ena" at the time of his imprisonment
in Hongkong. The above has £180 in
trust for the latter. Address Have-
lock Wilson, M. P., Maritime Hall,
West India Dock Road, London, Eng-
land.

With the Wits.

Deficient.—"The pen," remarked the student, "is mightier than the sword."
"Yes," answered the man who likes the pomp and trappings; "but it doesn't make near the showing in a reception or a parade."—Washington Post.

His First Wish—Dying Patient—
"Doctor, would you give me a sheet of paper? My wife refuses me one."
Doctor—"Do you want to write down your last wishes?"
Dying Patient—"No; my first."—Pele Mele.

A Large Package.—"Anyway," said Swiggs, "you never saw me with a bigger load than I could carry."
"No," replied Diggs, "but I've seen you when I thought you should have divided the package and made two trips."—Chicago News.

Wanted the Rent. — Gyer—"Old Skinner is certainly the limit."
Myer—"What's the answer?"
Gyer—"Well, he owns a haunted house in the suburbs, and he offered a spiritualist medium 10 per cent to collect the rent from the ghosts."—Chicago News.

A Feat.—"Do you imagine it possible for a camel to go through the eye of a needle?"
"Oh, I wouldn't be surprised. You know how large my wife is?"
"Yes."
"Well, she goes through my pockets regularly."—Houston Post.

Mother Goose a La Newport—
Little Miss Muffet
Sat on a tuffet
Playing "bridge whist" all night;
But a society shark
Found she was a mark—
And won all her cash ere 'twas light.
—Chicago News.

Why Not?—"Yes, madam," said the paying teller, I know your husband has an account here, but if he had wanted you to have any money he should have given you a check."
"But, my goodness!" exclaimed Mrs. Youngwife, "if he's got an account here can't you charge it?"—Philadelphia Press.

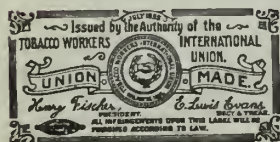
A Figure of Speech.—"Dad," inquired Freddy, "what is a 'figure of speech?'"
"Where's your mother?" asked Dad, cautiously.
"She's down stairs," answered the boy.
"Well, then," began Dad, "a figure of speech, my son, is a woman!"—Philadelphia Inquirer.

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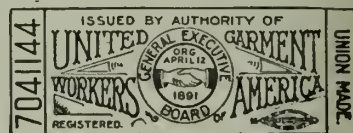
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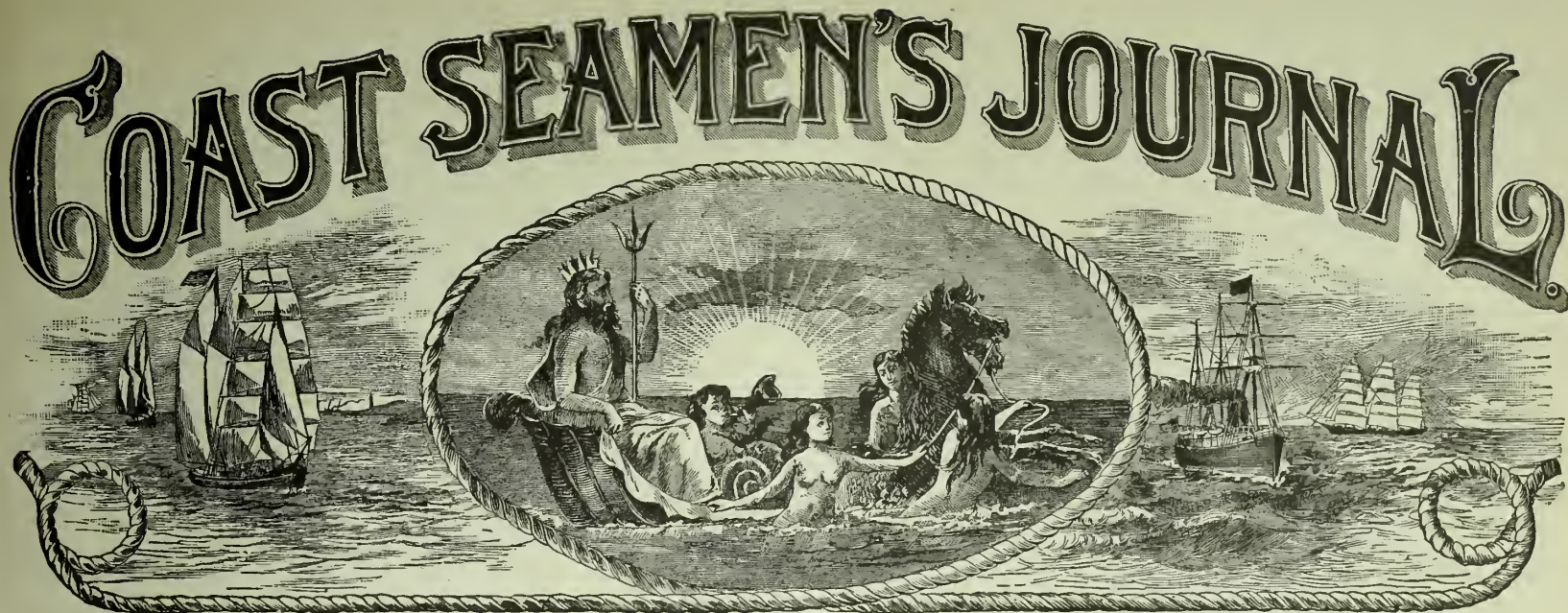
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Official Paper of the International Seamen's Union of America.

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VOL. XXI, No. 23.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 26, 1908.

Whole No. 1053.

GROUND'S OF EXCLUSION.

DIPLOMATIC negotiations between Washington and Tokio may settle the question of Japanese Exclusion, if recent press dispatches are to be believed. It is reported that the reply of the Japanese Government to the representations made by the United States through Ambassador O'Brien, on January 26, "agrees in its general terms with a number of suggestions made by the American Government and insures a further restriction of emigration by the practical prohibition of laborers."

Experience has shown that the optimism of the diplomats is not always echoed by the public. Whether or not the exchange of notes between the two countries will result in any definite settlement of the Exclusion question remains to be judged by the actual terms of the proposals. At any rate, no judgment can be based upon the word of the Tokio correspondents. It is more than likely that when diplomacy has exhausted its arts there will remain a good deal to be done by legislation. In the meantime it may serve the purpose of general enlightenment to briefly review the grounds upon which the demand for Asiatic Exclusion is based.

The demand for the exclusion of Asiatics is based upon three grounds, the racial, the political and the economic. Considering these grounds in the inverse order of their importance, let us briefly review the economic features of the question.

Centuries of habit and necessity have inured the Asiatic to a standard of living far below that of the Caucasian, especially that of the American people. The ability of the Asiatics to maintain themselves under conditions that would spell extinction to the Caucasian is illustrated by the fact that Japan, with an area but little less than that of California, maintains a population of between 40,000,000 and 50,000,000, as compared with 2,000,000 in the latter territory. Of course, California can support a much larger population; but even with a population as large as that of Japan, that State would still enjoy an advantage over the latter country in point of natural resources.

Wages being governed mainly by the standard of living, the Asiatic is able to work, live, and even thrive, according to his own standard, upon a wage that would mean pauperism in an average American community, even when compared with the sweat-shop scales prevailing in densely populated centers. It is useless to talk of raising the Asiatic to the Caucasian standard in these respects, since the former's standard is second nature to him, and can not be changed except by a process of evolution.

The disposition and ability of the Asiatic to work for wages below the "subsistence limit" of the Caucasian has its counterpart in the peculiar adaptability of the former to the industrial system of the times. Here arises the question of relative superiority or inferiority in the races. Whatever may have been the position assumed by Exclusionists in the past, to-day the demand for Asiatic exclusion is in itself an admission,

more or less frankly acknowledged, of the superiority of that race, in the economic sense at least.

In the present machine age of industry, that class of labor which by natural disposition most nearly conforms to the characteristics of the machine, possesses an advantage in securing and holding employment over those classes characterized more by human than by machine-like traits. The patience, docility and plodding instinct of the Asiatic are proverbial. These characteristics fit the Asiatic for employment in modern industry with all the nicety and precision of an actual piece of mechanism. In competition for employment the Caucasian is hopelessly outclassed by the Asiatic, where economic considerations alone prevail with the employer, by reason not only of the lower wage standard but also of the superior adaptability of the latter.

Many industries have already been invaded, and several of these practically monopolized, by Asiatics. The tendency of this condition may be noted by a glance at the effect produced in one industry, that of domestic service. The common complaint of householders, that they are compelled to employ Chinese or Japs because white girls refuse to work—as domestic servants implies an inversion of cause and effect. In other words, the employment of Asiatics in domestic service is not an effect but a cause of the refusal of white girls to accept employment in that capacity. The field of domestic service being largely occupied by Asiatics, the white girl or woman is averse to entering it because of the degradation with which it is associated in her mind. A similar attitude is manifested toward other industries in which Asiatics are largely employed.

Frequently an attempt is made to justify the employment of Asiatics upon the grounds, first, that the wage rates of white labor are too high to admit of profitable production, and, secondly, that cheap labor is a necessity to the development of natural resources. Again, it is quite freely asserted that Asiatic labor is desirable in certain lines in order that the white man may avoid the hardship and indignity of the so-called menial tasks.

Concerning the first of these grounds, the fact is that the "high wages" demanded by the white worker are high only as compared with the Asiatic standard. In essence the refusal to employ white men is based chiefly upon the ground that the latter refuse to work for the Asiatic rate of wages.

The argument for the employment of Asiatics as a means of developing natural resources, so far as it holds good at all, may be answered by saying that no argument of this kind can hold as against the necessity of maintaining Caucasian supremacy. If we must choose between the development of natural resources, with a consequent development of the Asiatic standard of living, and the loss of such resources in order that the Caucasian standard shall be maintained, every consideration of patriotism and self-preservation—every consideration other than the purely financial one—demands that we choose the latter alternative. Better a partly undeveloped country of free white men, than a fully developed country of landlords, peons and "poor whites."

The suggestion that certain forms of labor should be abandoned to the Asiatic, as unworthy the dignity of the Caucasian, is repugnant, chiefly because it suggests the caste idea, an idea which, in proportion as it gains general acceptance, tends to establish conditions of social inequality which are certain to endanger the whole social structure. In any proper conception of the "dignity of labor" there is no room for distinction between one kind of labor and another; all kinds of labor are equally honorable. The man dignifies the work, not the work the man. Whatever practical ground may have existed in the past for this attempted distinction, the obvious fact of to-day is that there exists an overabundance of white labor for the performance of all classes of work. The assumed fact that without Chinese labor the first transcontinental railroad could not have been built at the time of that undertaking can no longer be cited to justify the continued immigration of Asiatics. The labor question of to-day is one, not of importing labor but of employing the labor already available.

The economic results of Asiatic immigration are very well illustrated by the conditions now prevailing in the Hawaiian Islands. In that territory, as a result of the continuous demand for cheap labor, democracy has been succeeded by plutocracy. The various steps in this process are clearly set forth by Professor John R. Commons, in his recent work, "Races and Immigrants in America," from which we quote, as follows:

"The way plutocracy looks when it has passed the incipient stage may be seen in Hawaii. It is as though we had annexed those islands in order to watch in our own back yard the fruit of excessive immigration. A population of 154,000 furnishes 65,000 Hawaiians, Portuguese, and other Caucasians. The Chinese, Japanese, and Koreans have 87,000 population and no votes. The American contingent is some 17,000 souls and 3000 votes. The latter represent four classes of interests; the capitalist planters owning two-thirds of the property; superintendents, engineers, and foremen managing the plantation labor; skilled mechanics; small employers, merchants, and farmers. In order to get plantation labor and to keep the supply too large and diversified for concerted wage demands, the planters imported contract Chinese in place of Hawaiians; then Japanese, then Koreans. As each race rises in standards and independence it leaves the plantation to enter trades, manufactures, and merchandising. It drives out the wage-earners from the less skilled occupations, then from the more skilled, then the small manufacturers, contractors, and merchants.

"The American middle classes disappear, partly by emigration to California, partly by abandoning business and relying on the values of real estate which rise through the competition of low standards of wages and profits, and partly by attaching themselves to the best-paid positions offered by the planters. In proportion as they move up in the scale through the entrance of immigrants in the lower positions, they transfer their allegiance from democracy to plutocracy. The planters themselves are caught in a circle. The rising values of their land absorb the high tariff on sugar and prevent rising wages if the values are to be kept up. The Japanese, with con-

(Continued on Page 7.)

PROTECTION OF MUSICIANS.

Another effort is being made to secure legislation by Congress towards preventing the competition with civilian professionals of musicians in the employ of the United States Government. Herewith is submitted the text of a resolution introduced in the House of Representatives on January 16, by Congressman Bartholdt, of Missouri, also the report of the House Committee on Labor to whom the resolution was referred. The committee's report makes interesting reading, as it officially embodies the various reasons advanced by the organized musicians of the United States in favor of forever abolishing the unjust competition to which they have been subjected up to the present time. While it is still a long way to the actual enactment by Congress of the law that will remedy present conditions, the membership of the American Federation of Musicians will nevertheless experience some degree of satisfaction in the favorable progress to date of Mr. Bartholdt's resolution. The resolution and committee's report are as follows:

Joint Resolution.

In reference to the employment of enlisted men in competition with local civilians.

"Resolved, By the Senate and House of Representatives of the United States of America in Congress assembled, that hereafter no enlisted man in the service of the United States, the Army and Navy, respectively, whether a non-commissioned officer, musician, or private, shall be detailed, ordered, or permitted to leave his post to engage in any pursuit, business, or performance in civil life, for emolument, hire, or otherwise, when the same shall interfere with the customary employment and regular engagement of local civilians in their respective arts, trades or professions."

Report of Committee.

"The Committee on Labor, to whom was referred the resolution (H. J. Res. 103) in reference to the employment of enlisted men in competition with local civilians, beg leave to submit the following report, and recommend that said resolution do pass without amendment.

"The legislation herein proposed has for its object the protection of civilian musicians against the competition of enlisted men. Its enactment is demanded by every consideration of justice and fairness in behalf of those citizens and taxpayers who are depending upon their profession as musicians for the support of themselves and families. Under existing conditions the members of Army and Navy bands are allowed to freely compete with civilian musicians and with private bands in the matter of securing engagements and contracts to furnish music for all occasions. They are under the pay of the Government; their subsistence is provided for by the Government; their uniforms and instruments and all the necessary sheet music and other paraphernalia are paid for out of the National treasury, all of which affords them a considerable advantage and easily enables them to underbid the citizen musician on all occasions where music is to be furnished under contract. The chances of the latter for employment and to earn the means for their support are thereby correspondingly reduced.

"Localities in which no military bands are located are, of course, not affected either by

this competition or the proposed remedy, but the extent of that competition, wherever it exists, may be measured by the fact that engagements to furnish music are invariably made under contract, and just as invariably awarded to the lowest bidder, which, under the unequal conditions above described, is usually the military band. But even if the figures of the civilian band were not higher, experience teaches that preference is usually being given to the military band because it is looked upon as a special attraction. This is due to a strong prejudice on the part of many people in favor of military organizations, and the present system nurtures this prejudice, thus indirectly promoting what both parties abhor, the spirit of militarism.

"Simple justice demands that a citizen musician, as a citizen, is entitled to the same consideration as men of any other trade or vocation. The Government does not allow soldiers to compete with citizens, as bakers, bricklayers, masons, blacksmiths, doctors, or lawyers, and it does not dream of ordering out the artisans of any particular craft in case of labor troubles to take the place of ordinary workmen, and the same measure of protection against Government competition should be extended to civilian musicians.

"This resolution, if passed, will in no wise interfere with regimental bands furnishing music at official occasions or social functions at the Executive Mansion or other places where their services may be required by the President or other officials of the Government, nor will the inhibition extend to any free concerts given by Army and Navy bands. The committee is, on the contrary, of opinion that these Government bands should be more frequently utilized for such purposes in order to give the people an equivalent for the pay they are receiving, which pay should be sufficiently increased to render unnecessary the competition with civilians which this resolution is intended to prohibit and which remuneration would attract the best musical talent of the country."

OPENING OF TOPOLOBAMPO.

A concession has just been applied for in the name of the Mexico, Kansas City and Orient Railroad, to improve the natural harbor of Topolobampo. It is estimated that some \$5,876,000 in gold will be spent upon the work. The port is to be the terminal of a projected railroad from Kansas City, Mo., through Mexico to the Pacific Coast. Topolobampo is said to be one of the best natural harbors of Mexico. It lies within the Gulf of California, but not far from its mouth, and is protected by the island of Momocahui, which it is planned to connect with the mainland. The terminal yard of the railroad will be established upon the peninsula thus formed, and six large wharves will be built for the accommodation of shipping.

The first railroad in Missouri was a track five miles in length, laid from Richmond to a point on the Missouri River opposite Lexington, some time between 1849 and 1851. It was made of timber, the rails being of sawed oak and the ties of hewed oak, and was operated by horsepower.

The longest bridge in the world is at San-gong, China. It extends five and a quarter miles over an area of the Yellow Sea, and is supported by 300 huge stone arches.

WARNING FROM LOS ANGELES.

To the Organizers of the American Federation of Labor: As you undoubtedly are aware, a movement is being waged by the National Association of Manufacturers against organized labor of the country.

A war-fund of \$100,000 has been raised to crush unionism in Los Angeles. Not only that, but the would-be wreckers of organized labor are prosecuting a campaign the inhumanity of which stands unparalleled in the history of the Pacific Coast.

Notwithstanding the fact that the streets of Los Angeles are thronged with destitute men, that there are more than fifteen thousand persons seeking employment, and that religious and other organizations have established soup-kitchens to feed the hungry, the country is being flooded with literature urging mechanics of all trades to come to this city. With the utmost disregard of truth, statements are made that plenty of work can be obtained in Southern California at high wages. As a result, every incoming train is crowded with workingmen.

Believing that if the city is overcrowded with workingmen and women the fight for existence will be so bitter that the unions will be disrupted, the Citizens' Alliance and Los Angeles Times continue their damnable work. It matters not to them that thousands will be forced to the verge of starvation and to undergo severe suffering, so long as the desired result is accomplished.

But they will not succeed. The workingmen and women of Los Angeles are determined to fight to the last ditch in defense of their unions. The American Federation of Labor is making especial efforts to protect the working people of this city. Experienced organizers are on the ground, and are to come. The union-wreckers will eventually learn that American men and women can not be reduced to the level of Chinese and Japanese.

A letter, similar to this, has been mailed to every labor paper, trades journal, central body and organizer in the United States in an effort to warn the working people. Please give this matter the widest circulation and thereby prevent innocent people from being victimized by unscrupulous union-wreckers.

Fraternally,

ARTHUR A. HAY,
Organizer A. F. of L.

Los Angeles, Cal.

PORT WORKS OF RANGOON.

The Viceroy of India formally opened the new port works at Rangoon on November 22, 1907, and in replying to the address presented to him on the occasion he gave the following interesting statistics:

"The registered tonnage entering the port has doubled within the last five years; the total value of the sea-borne traffic has increased by about 25 per cent, and the revenue has risen about 60 per cent. The average annual value of the imports during the five years, excluding the coasting trade, was \$27,150,000, and the value of exports was \$41,600,000. Including the coast trade the average annual value of the trade of the port between 1902 and 1907 would appear to have been \$113,333,330."

The coal mines of the world employ 1,250,000 men.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

ATLANTIC COAST NOTES.

The recent visit and two weeks' sojourn to New York of the International Committee was made the occasion for a series of mass-meetings, which were held in various localities of the port. All these meetings were largely attended by appreciative and enthusiastic throngs of seamen, who wildly applauded our comrades from the West. In addition, the committee attended all the regular meetings of the waterfront locals held in this port during their stay.

The committee attended two regular meetings of the Seamen's Union, the largest ever held at this branch. The hall was packed to suffocation on both occasions and the great masses of men who thronged the aisles and vacant spaces waited patiently and quietly throughout the routine business for the pleasure of listening to Comrades Furuseth and Clark; and cheered vociferously when they had concluded.

The visit of the International Committee to New York will long be remembered by all who heard them; and, let us hope, the words they uttered—the lesson they conveyed—and the impression they made may be reflected by their hearers along the Coast and throughout the world.

The present winter has so far been singularly mild and open along the Atlantic Seaboard, and few marine casualties have been reported. But on January 23 and 24 we were treated to a good, old-fashioned snow storm, with high north and northeast winds, and for thirty-six hours New York and the Middle and New England States were closely wrapped in the clutches of an old-time blizzard.

As usual, all prices took an immediate upward jump as soon as the storm occurred, and there was great suffering among the poor. Coal, that indispensable necessity in such weather, promptly soared to 50 cents more per ton within an hour, and all other provisions in proportion.

It is not believed the loss in shipping was heavy, although the reports to hand are still meager. But as most of the sailing vessels and many of the steamers are tied up for want of charters, the fleet outside could not have been a very large one. Four small bay schooners lost in the Chesapeake are the only casualties so far reported. One or two big ocean liners were obliged to anchor at Sandy Hook for nearly a day, as they could not find their way up channel in the blinding snow.

For a day or two some apprehension was felt for the steamer Princess Anne of the Old Dominion line. She left Norfolk on the 23rd, some hours before the storm struck, bound for New York, and got well out to sea just in time to encounter the full force of it. Consequently she got blown off and lost her reckoning in the blinding snow. But she limped in by the Hook on the 26th, fully a day and a half behind her scheduled time.

THE BEACHCOMBER.

New York City.

A Japanese porter carries his teapot with him when he goes to his day's work, as an American workman carries a dinner pail.

FRENCH VITAL STATISTICS.

The French Official Journal of recent date contains an elaborate exhibit of the statistics which record the movement of population in France during the year. From these it appears that the total population of the country at the date of census in March, 1906, was 39,252,245. Marriages numbered 306,487, an increase of 3,864 over those of 1905, and the largest total reached since the year 1873. It is expected that the number of marriages will be still further augmented by the effects of the new marriage code, which went into effect on July 1, 1907, and which simplifies in certain important details the complicated and difficult system which previously prevailed and prevented in many cases the consummation of the marriage rite between people of limited means and inconsiderate parents.

Divorces continue to increase, having been 10,573 in 1906 as against 10,019 in 1905, 9,860 in 1904, and 8,913 in 1903.

The whole number of living births was 806,847, the number of deaths, 780,196, giving an excess of births over deaths of 26,651, which is quite below the figure of 1905, when the excess of births numbered 37,120. Reckoned on a basis of the excess of births over deaths for each 10,000 of the population of France, it is found that the average excess for the five-year period 1901-1905 was 18, against 13 for the period 1896-1900, and only 1 excess for the period 1891-1895. In 1861-1865 the average yearly excess of births over deaths for each 10,000 of the population was 38, in 1841-1845 it was 54, and in 1821-1825 it was 67.

In this respect, France makes a poor showing in comparison with other European nations, which report for each 10,000 of their people the following surplus of births over deaths for the period 1901-1905: Austria, 121; Hungary, 110; Great Britain, 121; Holland, 155; Italy, 106; Norway, 144; Sweden, 108, and Germany, 149.

The births of France in 1906 comprised 411,311 male and 395,536 female children, a proportion of 1.044 boys to 1000 girls, which remains practically uniform in this country. The relation of the sexes in respect to death is naturally about the same, viz., 406,274 males to 373,922 females in 1906, being a total increase of 10,025 over the deaths in 1905, but a decrease of 3,183 from the average annual death rate for the ten years from 1896 to 1905, both inclusive. The best feature of the exhibit is the increasing number of marriages and a diminishing death rate among children under 1 year of age.

The annual report of the Asylums Committee of the London County Council states that in view of the recent steady decline in the rate of increase of London pauper lunacy, and of the possibility that there may cease to be an increase, it is doubtful whether it will be necessary to take steps, at any rate now, toward the provision of an eleventh asylum.

Over 70 per cent of the natives of India till the land; hence the population is scattered and their power of co-operation is greatly lessened.

WATER ON THE DESERT.

It is difficult to comprehend the part that water, or rather the lack of water, plays in shaping the life of the desert. Mice and other small rodents, native to arid regions, have been known to live on hard seeds without green food for periods of several months or even as long as two or three years, and nothing in their behavior indicated that they ever took liquid in any form. I have hunted deer and peccary in Sonora in regions in which the only source of water was to be found in the cacti; even bands of domestic sheep reared in the arid regions acquire a capacity for going without water for many weeks.

Man, however, is poorly armed against the rigors of the desert. A horseman may go from the morning of one day until some hour of the next, in midsummer, and neither he nor his horse may incur serious danger, and experiences of this kind are numerous. If the traveler is afoot, abstinence from water from sunrise to sunset is a serious inconvenience to him, and if he continues his journey the following morning his sufferings may so disturb his mental balance that he may be unable to follow a trail, and by evening of that day, if he has not come to something drinkable, he may not recognize the friendly stream in his way, and instances are not unknown in which sufferers from thirst have forded streams waist deep to wander out on the dry plain to a grisly death.

Some estimate may be made of the actual amount necessary from the fact that the writer, during the course of an ordinary day in May at Tucson, consumed sixteen pints of water. A walk of three or four miles was taken, but no especial muscular effort beyond this was involved. A march across the desert in midsummer would double this quantity. Under such circumstances a canteen of less capacity than a gallon is a toy, and one of real usefulness should contain at least twice that amount. The most notable example of endurance of thirst is that of a Mexican prospector, hunting for a "lost mine" near the old Camino del Diablo, or trail from Altar to Yuma, who made camp safely after being out for eight days with a supply sufficient for one. This experience is not likely to be duplicated soon, although it is reported that Indians often go as long as four days without water. —Dr. D. T. MacDougal in Outing.

Paris possesses twenty miles of quays, while Marseilles, the first seaport of France, only has fourteen. It is, therefore, the intention of the Government to deepen and widen the Seine so that large steamers may ascend to the capital. The idea is to broaden and deepen the river to Menlan, where the river is nearly half a mile broad. This would allow of steamers of dimensions up to 2000 tons navigating the Seine.

The ancient city of Lyons, the third city in France, with a population of 500,000, vies with Milan in importance in the world's silk industry. No fewer than 40,000 people—men, women and children—are employed in the factories.

News from Abroad.

A bill, which passed its first reading in the British House of Commons on February 10, prohibits smoking by persons under the age of 16.

The British steamer Azlak, bound to Trondhjem, Norway, from Middleborough, Eng., has been wrecked on the Norwegian coast. Her crew of fourteen perished.

It is announced in London that Queen Alexandra will be the guest of J. Pierpont Morgan, probably in March, to view his collection of paintings, books and manuscripts.

The Italian Government has published further telegrams from the Italian Consuls at New York and San Francisco discouraging emigration to America for the present.

It is declared in London, Eng., with some show of authority that the Prince of Wales will attend in August of this year the 300th anniversary of the founding of Quebec by the French.

United States Consul-General Mason has announced that the exports from France to the United States during the year 1907 reached a total of \$128,063,490, an increase of \$7,719,483 over 1906.

Advices have been received at Paris from Rear-Admiral Philibert that the bursting of a steam pipe on board the French cruiser Descartes off Casa Blanca resulted in the death of three men and the injury of three others.

British and Russian official opinion is that a new alignment of European Powers, headed by Russo-British joint action, is likely to follow the practical breaking up of the European concert over the Macedonian problem.

The Norwegian Storting, by a large majority, has voted to lend the rural community of Verdalen 2,400,000 crowns (\$600,000) with which to buy eighty square miles of woods, constituting two-thirds of the community's area.

The German Reichstag on February 20 passed to its second reading the telegraph bill, which provides that wireless telegraph stations on board ships and ashore can be erected and operated only with the sanction of the Imperial Government.

Emigration from Antwerp to the United States has practically ceased because of the belief that it is now difficult to get employment there. As a result the Red Star liner Gothland, which has just been fitting out for the emigrant trade, has been laid up.

An exceedingly cordial invitation to have the United States battleship fleet visit Australia has been extended by Alfred Deakin, Prime Minister of Australia. Secretary of State Root in replying has stated that the movements of the fleet can not yet be determined.

An earthquake shock lasting two seconds occurred at Vienna, Austria, on February 19. No damage was reported, but so strong was the shock that the recording pencils at the seismographic station were displaced. The Laibach station recorded earth shocks lasting four minutes.

The appointment of General von Boeckman to be Governor of Finland has produced much excitement among the revolutionists and terrorists, who have in the past found Finland a covert base of operations for plots of all kinds. They are now leaving in great numbers, most of them going to Sweden.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

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INFORMATION WANTED.

Wm. Vandroske, No. 19,752, I. S. U., is inquired for by his wife, Mrs. Wm. Vandroske, 229 Hastings St., Chicago.

Oluf Ass, a native of Norway, aged 45, supposed to be sailing on the Pacific Coast, is inquired for. Address, Coast Seamen's Journal.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailor's Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults' Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Charles Nelson, nicknamed Telephone Charlie, is inquired for by his brother, Axel Nelson. Address, Sailors' Union of the Pacific, 44-46 East street, San Francisco.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on this Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophein-str., where important news is awaiting him.

Pacific Coast Marine.

The Northwestern Fisheries Company has chartered the American ship Jabez Howes, to be used in addition to its own four vessels, the barks J. D. Peters, Guy C. Goss and Harvester and the ship St. Paul.

The Astoria Packers' Association has chartered the American ship Henry Villard to make a voyage to Alaska. She will go north with fishermen and gear and will return at the end of the season with salmon. The Villard is now at anchor in the Columbia River.

The quartermaster of the Tosa Maru and four Japanese stowaways hidden by him were taken from that steamer at Victoria, B. C., on February 20, the quartermaster being placed under arrest for aiding the stowaways. All will be deported when the steamer returns to Japan.

The British ship Cloch, for whose safety fears were growing owing to the fact that she was out sixty-eight days from Taltal, arrived at Port Townsend, Wash., on February 16. It is probable the vessel will be sent to Tacoma to load wheat for the United Kingdom.

Captain William Tornstrom, of the schooner Elthel Zane, one of the best-known mariners on the Coast, on February 21 completed his 125th voyage from Puget Sound to Southern California as a master, exclusive of his many trips during thirty years' career as a sailing master on all waters.

The new steamer Catherine, built for the Holmes Eureka Lumber Company, was launched on February 15 at the Fairhaven (Cal.) shipyards. The hull will be filled with lumber, and she will be towed to San Francisco to receive her machinery. The Katherine will enter the coastwise lumber trade.

Ti Hung Lung filed a libel in the United States District Court at San Francisco on February 17 against the British ship Appalachee to recover \$4,000 for alleged damage to several packages of merchandise which were shipped from Hongkong on May 13 last for San Francisco and damaged in transit.

The United States revenue-cutter Thetis, now on special life-saving detail at Neah Bay, Wash., has been ordered to proceed without delay to Malaspina Glacier, Alaska, to attempt to rescue the party of ten Japanese sailors of the fishing schooner Satsuma Maru, which was wrecked there late in November.

W. J. Gerdau and W. H. Johnson having become assignees of various persons having claims against the steamer Phoenix for wages, material, provisions, fuel and labor, filed a libel against the steamer in the United States District Court at San Francisco on February 18 to recover \$710.68, the aggregate amount of the assignments.

Captain Alfred H. Anderson has sold out his interest in the schooner Sailor to Captain Jamieson who will in future have charge of the vessel. The Sailor is of 698 tons register, is a sister-ship of the Soquel, and like her carries 1,100,000 feet of lumber, said to be the largest capacity for any vessel of the tonnage on the Pacific Coast.

War to the knife has been inaugurated in the piloting business on Puget Sound through the organization of an opposition combination to compete with the so-called "closed corporation," which for years has enjoyed an unopposed monopoly in directing the movements of the ever-increasing fleet of tramp steamships on the Sound.

John D. Spreckels, as President of the San Diego and Arizona Railway, has filed an application for an extensive wharf franchise on San Diego (Cal.) Bay. The plan contemplates wharves from Ninth to Sixteenth streets, capable of accommodating at one time fourteen 500-foot steamers or thirty-six of the largest lumber schooners.

Two additions were made to the list of overdue vessels at San Francisco on February 21. The French bark Cambronne, bound from Tyne to Valparaiso, 151 days out, was put on the list and quoted at 15 per cent for reinsurance, and the French bark Ville du Havre, which left this port 119 days ago for London with a large cargo, was also added and quoted at 8 per cent.

Owing to unfavorable weather met with and possible shortness of provisions, Captain Oberg of the schooner Admiral considered it expedient to put into San Francisco February 17 for a fresh supply of food. The Admiral was on her way from Mazatlan to Port Townsend and had consumed the best part of a month on the passage, owing to the adverse weather which was met with.

Negotiations are said to be under way for the purchase from the present owners by the United States Government of the American ship Shenandoah, which recently arrived at San Francisco from Baltimore with a cargo of coal for the Navy Department. The Shenandoah, which is the largest wooden ship afloat, is owned by Arthur Sewall & Co., and it is said that she is to be dismantled and used as a storage barge for coal after being towed to Magdalena Bay.

The Standard Oil four-masted ship Astral, Captain J. W. Dunham, arrived at Honolulu, T.

H., on February 10, 125 days from Norfolk, Va., with coal for the Navy, having had the very remarkable and perhaps unique experience of sailing 124 days without lowering a topsail. She sailed around Cape Horn with all sails set in a breeze that carried her along eight knots an hour, in fine weather, skirting along within ten miles of the Cape itself.

W. J. Emrick, managing owner of the tug-boat George R. Bailey, filed a libel of intervention in the United States District Court at San Francisco on February 17 against the schooner Enterprise. He alleges that while towing the schooner from Napa City to San Francisco with a cargo of gravel, owing to faulty steering of the Enterprise she grounded on a sand bank. Claim is set up for \$470 for salvage in pulling the schooner out of the sand.

After negotiating over 160 miles on the Pacific in an open boat, entirely devoid of food or water supplies, three members of the crew of the bark Emily Reed, wrecked off the Nehalem River, Or., reached Neah Bay on February 16. Fred Zubre, the mate previously reported as missing under the name of Dubie, and Seamen Arthur Janhuks and Emil Abelstedt constituted the trio who arrived alive. A fourth man, the cook, name unknown, was in the boat, but he had succumbed on the day of the boat's arrival.

The Pacific Coast Company's steamer Tampico with 2370 tons of coal from Seattle arrived at San Francisco on February 19 after a passage occupying four days. The present is the first voyage the Tampico has completed since striking the reef at Broughton Straits off Haddington Island over three months ago. On that occasion the Tampico had on board a cargo of salmon and concentrates valued at \$200,000, and merely the fact that she had a double bottom saved her from becoming a total wreck. As it was, thirty-six plates were torn off her outside shell and a large number of frames were damaged. For the past three months the Tampico has been undergoing repairs at Seattle.

W. Scott Fell & Company of New South Wales, filed a libel in the United States District Court at San Francisco on February 13 on the charter of the steamer Indra against George W. McNear, to recover \$5688.90 as demurrage. The steamer arrived in San Francisco on January 1 with coal from Sydney, New South Wales, consigned to the respondent, and was ready to begin discharging on the following day, a fact of which McNear was advised. According to the charter the coal should have been unloaded at the rate of 600 tons a day, but instead, owing to the alleged fault of the respondent, there was a delay of seventeen days, on which the claim for demurrage is based.

The American-Hawaiian Company's new steamer Isthmian, which was launched at the yards of the Union Iron Works, San Francisco, on December 21, is now nearly completed and will be ready for sea in about a month's time. The Isthmian is the sixth steamer built at the Union Iron Works for the American-Hawaiian Company, the others being the California, Alaskan, Arizonan, Mexican and Columbian. The last named five steamers were all built for the Pacific trade, but a noteworthy fact about the new steamer Isthmian is that she has been built at San Francisco for the Atlantic trade. So satisfactory have the steamers turned out in San Francisco been found by the company that it was decided to have the Isthmian built at San Francisco rather than at an Eastern yard, although she was intended for service on the Atlantic side. The Isthmian, after her trial trip, will steam through the Magellan Straits to take up her duties on behalf of the company.

For guaranteed oil clothing and Gold Seal, snag-proof boots, call on D. Edwards, 4 Mission St., around corner Sailors' Union Hall, S. F.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

Frank A. Duryea, for several years past an assistant United States attorney in San Francisco, has opened law offices at No. 10 Third street, near Market, and will give special attention to practice in the United States Courts. He is also managing at the same place a school for the instruction in civil government of applicants for naturalization.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

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Agencies:

DETROIT, Mich., 7 Woodbridge St., East.
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MANITOWOC, Wis., 725 Quay St.
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MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

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CHICAGO, Ill., 22 Fifth Ave. Tel. Main 3637.
MILWAUKEE, Wis., 417 Florida St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 26, 1908.

MODEL NEWSPAPER RULES.

The Bee demands from all its writers accuracy before anything else. Better lose an item than make a splurge one day and correct it next.

Equally with that, it demands absolute fairness in the treatment of news. Reports must not be colored to please a friend or wrong an enemy.

Don't editorialize in the news columns. An accurate report is its own best editorial.

Don't exaggerate. Every exaggeration hurts immeasurably the cause it pretends to help.

If a mistake is made, it must be corrected. It is as much the duty of a Bee writer to work to the rectification of a wrong done by an error in an item, as it is first to use every precaution not to allow that error to creep in.

Be extremely careful of the name and reputation of women. Even when dealing with an unfortunate, remember that so long as she commits no crime other than her own sin against chastity, she is entitled at least to pity.

Sneers at race, or religion, or physical deformity will not be tolerated. "Dago," "Mick," "Sheeny," even "Chink" or "Jap," these are absolutely forbidden. This rule of regard for the feelings of others must be observed in every avenue of news, under any and all conditions.

There is a time for humor and there is a time for seriousness. The Bee likes snap and ginger at all times. It will not tolerate flippancy on serious subjects on any occasion.

The furnisher of an item is entitled to a hearing for his side at all times, not championship. If the latter is ever deemed necessary, the editorial department will attend to it.

Interviews given the paper at the paper's request are to be considered immune from sneers or criticism.

In every accusation against a public official or private citizen, make every effort to have the statement of the accused given prominence in the original item.

In the case of charges which are not ex-officio or from a public source, it is better to lose an item than to chance the doing of a wrong.

Consider the Bee always as a tribunal that desires to do justice to all; that fears far more to do injustice to the poorest beggar than to clash swords with wealthy injustice.

The foregoing "shop rules" for the guidance of newspaper reporters are not dated 1808, nor yet 2008. They are the rules at present applying in the "shop" of the Evening Bee, of Sacramento, Cal. The Bee, as is known by almost everybody in California, and by not a few in other sections of the West, is probably the most widely circulated and influential daily paper west of the Missouri. The connection between cause and effect—that is, between the Bee's rules and the Bee's standing—will be apparent to the reader of these lines. The Bee is a successful paper because it is run on decent lines, on the lines of honesty in the relations between press and people.

A perusal of the Bee's rules compels reflection

upon the rules under which most other papers are published. Probably the contrast thus suggested is a matter not so much of rules as of practice. Probably other papers have "shop rules" every bit as fine to read as those of the Bee, the chief difference being that they are intended to be regarded only in the Pickwickian sense, and not at all as binding upon the "staff." At any rate, it is undeniable that these rules for the conduct of the Bee, when read in the light of everyday journalistic practice, suggest a species of punctilio verging upon the Quixotic. The Bee's success in the practice of these rules affords a comforting assurance that it is still possible for a "great daily" to observe the rules of fair-play in its treatment of men and matters, and at the same time conserve the legitimate interests of the "business office."

PRESIDENT "TOM" L. LEWIS.

Thomas L. Lewis, the new President of the United Mine-Workers of America, elected to succeed John Mitchell, who retires from that office on April 1, is well known in the labor movement of the country as a man of courage, force and ability. In the annual conventions of the American Federation of Labor, comprising as these gatherings do many men capable of distinguishing themselves in any assemblage, no man in recent years has commanded more respect or wielded more influence than "Tom" Lewis. In his capacity as Secretary of the Grievance (now called "Adjustment") Committee during several recent conventions Brother Lewis has rendered invaluable service in the disposition of "jurisdiction" disputes. Not least among the organizations which have benefited by the tireless labors of Brother Lewis is the International Seamen's Union of America. The gratitude which the Seamen feel for these services is not based so much upon the fact that Brother Lewis has championed their cause on the floor of the conventions, as upon the fact that the word spoken and the vote cast was obviously the word and the vote of an honest man.

The outspoken character of the new President of the Mine-Workers has led to a mistaken impression in certain quarters that "radicalism" is likely to prevail in the future administration of that organization. On this point we will let Brother Lewis speak for himself. In a recent address that gentleman said:

The press of the country has charged me with being a radical and an extremist, and even, in some instances, has gone so far as to declare that I would be a dangerous man to put at the head of this, the greatest of all labor unions. I am charitable enough to believe that the press did not know me.

I shall not lose sight of the fact that the interests of the American people must always be kept in mind when we are demanding those things to which we, as laboring people, believe we are justly entitled.

Personal acquaintance during a number of years justifies the JOURNAL in predicting the success of the United Mine-Workers under the administration of President Lewis. That organization is to be congratulated upon the choice of a worthy successor to John Mitchell. The labor movement and the public at large are also to be congratulated upon the fact that the responsibility of leadership in the largest labor organization in the country, if not in the world, has been placed in the hands of a man in every way fitted for the task.

Seamen are reminded that "donkey's-breakfasts" bearing the union label of the Mattress Makers may now be had for the asking. Ask for them.

When we are disposed to feel discouraged by the indifference of the people to the dangers confronting them, there is comfort (albeit of a rather poor kind) in the reflection that, once a given point is reached, the people may be depended upon to bestir themselves. Fortunately, aggression grows by what it feeds upon, and thus insures its own destruction. If the aggression of "Government by Injunction," for instance, had been able to stop at any point in the initial stages of its career, it might have been assured a good old age. As it is, that institution is now practically assured an early, but not untimely, death.

The Labor Clarion, official organ of the San Francisco Labor Council and California State Federation of Labor, has entered upon its seventh year. Editor O'Neill, commenting upon the anniversary of the Clarion, points with pardonable pride to the paper's record as an advocate of trade-unionism. By skillful management and temperate expression the Clarion has won a place in the front ranks of labor journalism. In extending congratulations the JOURNAL expresses the hope that the Clarion may live long to justify in ever-increasing measure the hopes of its founders.

The United States Supreme Court, on the 24th inst., rendered a decision upholding the constitutionality of the Oregon law limiting the hours of labor of women in the mechanical industries of that State to ten per day. The decision, while gratifying in itself as a recognition of the laws of God as well as of man, is the more remarkable by reason of the contrast with certain other decisions of recent date, rendered in obvious disregard of at least one of these classes of law.

"There is comparatively little crime in the Black Belt and in the White Belt. It is in the counties where the races meet on something like numerical equality and in economic competition that the maximum of crime is charged against negroes."—Atlanta University Publications. A fair warning of what is likely to happen in the West—an explanation of what has already happened in some localities—when the races (yellow and white) meet under the same conditions.

"If I were asked what one factor makes most for the amicable relations between the races in the Delta, I should say, without hesitation, the absence of a white laboring class, particularly of field laborers."—Stone, in "The Negro in the Yazoo-Mississippi Delta." Moral: The absence of a "white laboring class" will make most for the amicable relations between the races in the West!

The school trustees of Sausalito, a suburb of San Francisco, have refused the privileges of the primary school to a Japanese "boy," aged 21 years. It is now in order for somebody to raise another war scare over the question of segregation.

Demand the union label of the Garment Workers when buying overalls, oilskins, shirts and ready-made suits. Help the white girls in their struggle against Chinese and sweat-shop labor.

The trade-unionist who smokes non-union tobacco or cigars carries a lie in his mouth wherever he goes.

Demand the union label on all products.

GROUND OFS OF EXCLUSION.

(Continued from Page 1.)

tract labor abolished, have shown a disposition to strike for higher wages. This has led to advances at the expense of profits, and the resulting 'scarcity of labor' compels the planters again to ask for contract Chinese coolies. Immigration is thus only a makeshift remedy for the exactions of unions and the undevelopment of resources. More immigration requires perpetually more and still more, till the resulting plutocracy seeks to save itself by servile labor. A moderate amount of immigrant labor, assimilated and absorbed into the body politic, stimulates industry and progress, but an excessive and indigestible amount leads to the search for coercive remedies and ends in the stagnation of industry. The Protective tariff was supposed to build up free American labor, but in Hawaii, with unrestricted immigration, it has handed us American plutocracy."

Professor Commons, in the same work, casts a powerful light upon the general race question and its bearing upon the economic struggle of the Caucasian. Although these observations are made with particular reference to the negro, in essence they apply equally to the Asiatic. Professor Commons says:

"The Southern planter was not hostile to the negro slave—he was his friend and protector. His nurse was the negro 'mammy,' his playmates were her children, and the mulatto throws light on his views of equality. It was the poor white who hated the negro and fled from his presence to the hills and the frontier, or sank below his level, despised by white and black. In times of freedom and reconstruction it is not the great landowner or employer that leads in the exhibition of race hostility, but the small farmer or wage-earner. The one derives a profit from the presence of the negro—the other loses his job or his farm. With the progress of white democracy in place of the old aristocracy, as seen in South Carolina, hostility to the negro may be expected to increase. With the elimination of the white laborer, as seen in the black countries, the relations of negro and planter are harmonious.

"So it is in the North." The negro or immigrant strike-breaker is befriended by the employer, but hated by the employee. The Chinaman or Japanese in Hawaii or California is praised and sought after by the employer and householder, but dreaded by the wage-earner and domestic. Investors and landowners see their properties rise in value by the competition of races, but the competitors see their wages and jobs diminish. The increase of wealth intensifies the difference and raises up professional classes to the standpoint of the capitalists. With both of them the privilege of leisure depends on the presence of servants, but the wage-earners do their own work. As the immigrant rises in the scale, the small farmer, contractor, or merchant feels his competition and begins to join in measures of race protection."

The demand for the exclusion of Asiatics, considered from the political viewpoint, is justified by the axioms that the political institutions of a country reflect the character of its people, and that the character of a people is determined by that of the lowest classes, meaning by that, not the lowest in point of social distinction but in point of largest numbers. Whatever the name by which we designate the political institutions of a country, in nature these institutions are a reflex of the people who compose the base of the social pyramid and upon whom the whole social structure rests. The United States is a country of political liberty and equality, not because it is so ordained or maintained by some exterior authority, but because it is composed of a people naturally disposed, and indeed impelled, to assert and maintain equality among themselves. Naturally, too, the instinct of equality has been most assertive among that class which, being dependent entirely upon its labor, has most need of such protection as may be assured by the equitable administration of public affairs, namely, the working class. The declaration that "all men are created equal" could not of itself have established a "government deriving its just powers from the consent of the governed." That declaration derived its force and effect from the fact that it expressed a self-evident truth concerning the character of the people in whose name it was issued. Had the fact been otherwise—had the Declaration of Independence expressed a mere abstraction in the minds of its framers, the doctrine of men's equality would, "in the course of human events," have been proved a "glittering generality" and a "self-evident lie."

In proportion, therefore, as Asiatic immigration increases, the character of that element of the people upon whom the stability and perpetuation of free government mainly depends undergoes a change from independence to servility. This change operates not only directly in its effect upon the independence of those directly affected by Asiatic immigration, but also indirectly in its effect upon other classes. In proportion as labor becomes servile, and therefore indisposed or unable to assert itself in political affairs, other classes are disposed to ignore it, and even to aggrandize themselves at its expense. Practically speaking, the latter point is immaterial, since, even

if they would, the commercial and professional classes could not of themselves maintain the political liberty of the masses. Liberty, in politics as in other respects, can not be given, or if given can not be maintained; it must be taken and held by those who would enjoy it. "Who would be free, themselves must strike the blow!"

Political liberty maintained by one class of the people in the interest of and despite the servile disposition of other classes, is a political anomaly and a physical impossibility. A society thus maintained would resemble a pyramid set upon its apex, and therefore in constant danger of falling. Lincoln's sayings, "A house divided against itself must fall," and "This country can not exist part slave and part free" apply with as much force in the case of Asiatic immigration as in the case of chattel slavery, as indeed both cases are identical in essence. It has been well said that "the future of democracy is the future of the working classes." Political liberty must depend for its maintenance upon the maintenance of a people disposed, and in fact determined, by reason and instinct to be free and equal in the sight of all mankind.

The race question is the most important of the grounds upon which Asiatic Exclusion is demanded, because it is the most fundamental—because it forms the basis of all other grounds. The objectionable characteristics of the Asiatic, considered from the economic and political standpoints, are referable to the characteristics of the Asiatic race. The race question is most important upon the further ground that it involves the instinct of race-preservation, which, next to the instinct of self-preservation, is the strongest of all human impulses. In considering the essence of the race question presented by the Asiatic we find that it rests not so much upon physical peculiarities as in the matters of religion and language. It has been observed that, once the religion of a man or a nation (not the religion that is professed, but the religion that is actually believed in and acted upon) is determined, it is a simple matter to explain the past and divine the future of that man or nation. In the religion of the Asiatics, whether it be called Shintoism, Buddhism or Confucianism, we find a central thought radically opposed to that which vitalizes Christianity, namely, the idea of divinity in the head of the nation, with its corollary of unquestioning submission to the will of the latter. The Christian religion, as we know, is founded upon the idea of human equality, including the king and the peasant, in the sight of God, the idea so aptly expressed in the declaration, "Resistance to tyranny is obedience to God!" This difference in the religions of the Asiatic and the Caucasian accounts for the difference in the history of these races, a history, in the former case, of despotism and stagnation, and, in the latter case, of liberty and progress.

In language, too, the difference between the Asiatic and the Caucasian is plainly manifested, not only in the matter of its written and printed characters, but in the more important element of sound. A common language is everywhere recognized as the indispensable condition of amalgamation among peoples of different nationality. This condition may be attained in the case of those languages having a common root. The opposite of this condition is illustrated by the "pidgin-English" of the Chinese, a form of expression which, despite the common assumption of its origin as a convenience in business communication between Asiatics and Caucasians, is significant of the gulf that lies between the languages of these races. The domestic, social and sexual customs of the Asiatic are but so many exemplifications of racial antipathy. We may admire and commend the parental and filial devotion of the Asiatic, but not without scruple at that conception of duty which commands a daughter to sell her body that her parents may have bread. Most Christian parents would prefer to face death rather than live by such means.

It is frequently said that the American people are an "amalgam of the races." This view is correct only so far as it embraces the European races, or peoples; so far as it embraces other races, black or yellow, it clearly begs the question. The original American stock, Puritan and Cavalier, "Saxon and Norman and Dane," was grafted from one soil and transplanted in the New World with the one purpose of creating a nation which should honor the conception of human freedom, freedom of conscience and freedom of opportunity. To the extent that the succeeding generations have honored that conception they have flourished; to the extent that they have failed to do so they have suffered. The demand for Asiatic Exclusion can not be answered by a counter-demand for the exclusion of all immigration, upon the ground of equal treatment to the peoples of all nations. Admitting that European immigration, as it has recently developed, constitutes a problem demanding immediate attention, it is after all a problem of quantity, whereas Asiatic immigration is distinctly a problem of quality. These two problems can not be dealt with upon a basis of equality, since they are in their nature different problems.

If the American people would avoid the certainty of another race and sectional problem, they must enforce Asiatic Exclusion, by which alone, as applied to the Chinese, the West has thus far been preserved to the white race. That course, considered from every point of view, is at once justifiable, necessary, lawful and peaceable.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Feb. 24, 1908.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping dull.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Feb. 17, 1908.

Shipping very dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Feb. 17, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 16, 1908.

Shipping and prospects still poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 17, 1908.

Shipping slightly improving.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Feb. 17, 1908.

Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 16, 1908.

Shipping and prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 17, 1908.

Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 20, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Feb. 13, 1908.

Shipping quiet.

JOHN MEADE, Agent.

San Pedro Agency, Feb. 13, 1908.

Shipping and prospects poor.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 17, 1908.

General situation unchanged.

V. A. OLANDER, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Feb. 17, 1908.

Shipping dull all along the Coast.

WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Feb. 15, 1908.

Shipping improving.

DANIEL SULLIVAN, Secretary.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Feb. 18, 1908.

Shipping fair.

H. P. GRIFFIN, Secretary.
42 South St.

DIED

The following members are reported drowned in the wreck of the bark Emily Reed, near the Nehalem River, on the Oregon coast, on Feb. 14, 1908:

Arthur Dixon, No. 334, a native of England, aged 67.

Ole Sortvedt, No. 1716, a native of Norway, aged 50.

Peter Westerlund, No. 620, a native of Finland, aged 45.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

GILCHRIST MASTERS FOR 1908.

Captain W. G. Stewart, assistant fleet manager of the Gilchrist Transportation Company, recently announced the following appointments of captains for the season of 1908:

Steamers—City of Genoa, A. D. Vorce; City of Naples, D. B. Elsey; City of Rome, C. S. Ellis; Colonial, L. J. Lavelly; Cumberland, W. S. Ritchie; C. A. Eddy, William Morrison; C. W. Elphicke, G. Atkinson; General Garretson, G. Gunderson; Gilchrist, Stanton Markle; J. C. Gilchrist, A. M. Shepard; F. W. Gilchrist, Charles Hinslea; C. C. Hand, T. J. Moran; John Harper, L. Miskin; F. W. Hart, R. J. Walder; F. J. Hecker, M. H. Clark; Helena, George Dupuie; Hiawatha, R. H. Sturtridge; R. L. Ireland, J. P. Minsky; Jupiter, J. B. Lyons; Lake Shore, Duncan Buie; Lansing, R. Recor; Mars, John Smith; H. P. McIntosh, E. L. Ennes; Massachusetts, George T. Inman; Thomas Maytham, B. F. Ogden; Mecosta, W. H. Stern; Merida, M. J. Madden; Merimac, G. A. MacAulay; Neosho, Andrew Cowie; Neptune, C. C. Stewart; Neshoto, Arnold Evanson; E. W. Oglebay, Nelson Brown; Olympia, A. Perreault; F. M. Osborne, F. A. Dupuy; R. R. Rhodes, J. F. Mackin; G. H. Russell, Charles Hahn; Saturn, A. W. Holmes, E. N. Saunders, Pierre Bouille; R. E. Schuck, G. L. Cudeback; John Sherwin, F. A. Goodell; H. S. Sill, Alex. Clark; Steel King, W. F. Delaney; Tacoma, John Lohr; C. Tower, F. S. Ellis; Uranus, Charles Caughell; Vermillion, Hugh McCann; Venus, Frank Ott; Volunteer, R. Call; Vulcan, James Buchanan; P. G. Walker, Ben Moshier; Wallula, W. N. Borthwick; C. W. Watson, Ed. Mooney; J. L. Weeks, Peter Full; D. M. Whitney, W. C. Butts; G. F. Williams, Paul Gutch; J. B. Wood, J. C. Byers; L. Woodruff, Thomas Gibson; A. P. Wright, B. McGregor.

Barges—Antrim, F. E. Johnson; F. A. Georger, W. R. Newton; Magnetic, S. Minsky; Twin Sisters, A. J. Monroe; Tyrone, R. E. Johnson.

CHANGES HANDS AGAIN.

Again the steamer Badger State becomes a Detroit vessel. She has been purchased by the Reeves & McBean Lumber Company from H. N. Loud of Au Sable, Mich., and will be operated the coming season in the lumber trade from Lake Superior and Georgian Bay ports to Detroit and Lake Erie.

An interesting history attaches to the Badger State. She is a sister ship to the Empire State, and both were built in 1862. They were owned by the Western Transportation Company and were fine boats in their day. They were operated in the passenger and package freight trade, running to Lake Superior and Lake Michigan. Six or seven years ago the Badger State became the property of the Barry Bros. Transportation Company, then in business on Lake Michigan. Later they brought her to Detroit and for a short time she was operated between Detroit and Cleveland.

This plan proved disastrous and afterward the Badger State was purchased at public sale by C. W. Kotcher. Not long afterward

other Detroit parties secured an option on the vessel, fitted her up as a floating pool-room and towed her up above Belle Isle. The formality of securing the permission of the United States Government to lay a telegraph wire on the river bottom to the boat had been neglected. When it was brought up the necessary authority could not be obtained.

About two years ago the Badger State was acquired by H. N. Loud, who converted her into a lumber-carrier. She was placed in drydock at Bay City and the decks cut down and other changes made which placed her in first-class condition for the trade. The cost of the alterations is estimated at \$17,000. The vessel has been given careful attention and is said to be in good shape. Her capacity is 800,000 feet. She will be sailed by Captain George Recor, of Detroit.

TO ERECT LIGHTHOUSE.

The United States Government, though Assistant District Attorney E. J. Henning, of Milwaukee, Wis., is endeavoring to secure a quitclaim deed to certain properties in the city of Sheboygan on which to erect a lighthouse. The action was prompted by Major W. V. Judson's department of the engineering service.

The property in question was formerly a part of the holdings of the estate of David C. Taylor, at one time on the Supreme bench of the State of Wisconsin. It was sold to the Government with the provision that it should never be used for any other purpose than the erection of a Live-Saving station. The Government now desires to erect a home for the captain of that station, but dares not do it until the present contract is annulled. It is feared that should the home be erected without a special permission from the heirs of the late David C. Taylor, the property will revert to those heirs according to law.

Coupled with this problem is the question concerning title to certain accretions adjoining the holding and formed through the action of the waters of Lake Michigan. The question arises whether the Government or the heirs are the owners of these lands. Major Judson's department contemplates the erection of a lighthouse on these accretions, but can not commence building operations until title has been established. It is thought possible that the matter may be settled out of court. Assistant District Attorney Henning now has the matter under advisement.

FREIGHT STEAMER LAUNCHED.

The freight steamer M. A. Bradley, built for the Alva Steamship Company at the Ecorse yards of the Great Lakes Engineering Works, and named after M. A. Bradley, of Cleveland, was launched on February 7. The Bradley is 480 feet over all, 460 feet keel, 52 feet beam and 30 feet deep. Her capacity is 8,300 tons. She probably will be commanded by Captain Mulholland, of Cleveland. The keel for a 10,000-ton ship for the Frontier Steamship Company will take the Bradley's place at once. Materials are all on hand. She is for the Mills interests of North Tonawanda.

VESSELOWNERS OPPOSE BILLS.

The bills introduced in Congress and providing in some manner for better crews, better working hours, and better conditions all around for the seamen, are to be opposed by the vesselowners of the Great Lakes. We are informed, through the medium of the press, that the passenger steamboatmen of the Lakes, in a delegation headed by Attorney Harvey D. Goulder, of Cleveland, have been to Washington and in an interview with the Committee on Merchant Marine and Fisheries, have asserted that the Goulder bill, providing for sufficient crews on passenger vessels, does not meet with their approval. This, of course, settled the matter, and the committee requested the vesselowners to draft a bill that did suit them, which they did, and all hands were much pleased, except, of course, the people who may patronize the passenger vessels and possibly, even probably, lose their lives through the insufficient manning of the vessels. But the latter don't count. It is pretty well understood that the Ryan bill, introduced by Mr. Ryan, of Buffalo, at the instance of the Licensed Tugmen's Association, and the Spight bill, introduced by Mr. Spight, of Mississippi, will meet the same fate.

W. H. JENKINS.

Conneaut, O.

SEND IN YOUR ADDRESS.

I am in receipt of a communication from Comrade McKechnie, of Chicago, asking for the address of Comrade Hugh Galloway, and I am in correspondence with different ports in the effort to locate him. In this connection, I want to ask you, is your address on your card at Headquarters? How many times have you changed your home address since you notified our Recorder? If you should die suddenly, do the Union officials know where to find your people? It will cost you nothing to go to the agent at any port and give him an address where your people live and also where you may be reached by mail. There are about thirty members now wanted as witnesses in collision cases, but their addresses are not on their cards. Moral: Send your address at once.

W. H. JENKINS.

Conneaut, O.

The steamer building for W. C. Richardson at Cleveland yard of the American Shipbuilding Company will be named for Howard M. Hanna, Jr. Captain Thomas Wilford, of Lorain, one of the best-known masters on the Lakes, who sailed different steamers for Captain Richardson for the past twenty-eight years, will bring out the new boat. She will be ready for the opening of navigation.

All the machinery has been installed in the freighter Barlum by the Detroit Shipbuilding Company, and she is nearing completion. It will be impossible to bring the steamer Wainwright up the river from Wyandotte until milder weather causes a break-up in the ice.

MARINE ITEMS.

Repairs on the steamer C. H. Starke have been completed at Detroit. The vessel has been almost rebuilt at a cost of \$4,000.

A movement is on foot at Washington to have a new revenue-cutter built for Lake Superior. She will be a duplicate of the Tuscarora if present plans do not go amiss.

Martin Joyce, a tugman at Ashtabula Harbor for a quarter of a century, is dead of heart failure. He had been a tug engineer for twenty years and was widely known on Lake Erie.

The United States Lake Survey office at Detroit has issued a new edition of the chart of Detroit River, from Windmill Point light on Lake St. Clair to Detroit River lighthouse in Lake Erie.

The wooden steamer D. C. Whitney was sold by the Gilchrist Transportation Company recently to Ganley Brothers, of the Canadian Soo. The D. C. Whitney was built in 1882 at St. Clair, Mich., and is 229 feet over all, 40 feet beam, 14 feet deep and 1090 gross tons.

The steamer building for Harvey L. Brown, of Buffalo, by the American Ship-building Company will be named in honor of William H. Truesdale, of New York. Mr. Truesdale is President of the Lackawanna Railroad. The new boat will be operated by the Empire Steamship Company.

The new ship channel on the west side of the Detroit River is to be named for William Livingstone, of Detroit, who has so long been prominent in the affairs of the Lake Carriers' Association. The christening will require action by Congress, which is to be taken in the current Appropriation bills providing for work on this alternating channel.

The new steamer building for Brown & Co., of Buffalo, was launched at Lorain on February 8. She was christened J. J. H. Brown, and will be placed in the ore trade immediately after the opening of navigation. The steamer is 452 feet in length, has a 52-foot beam and a depth of 28 feet. She is equipped with Scotch boilers and triple expansion engine.

The United States Lake Survey reports the stages of the Great Lakes for the month of January, as follows:

	Feet above tide water New York.
Lakes.	
Superior	602.10
Michigan-Huron	580.42
Erie	572.52
Ontario	246.73

J. O. Nessen, of Manistee, and Daniel Wells, of Detroit, the latter acting as trustee for Flanner & Reeves of Detroit, have sold the steamer Albert Soper to Captain Gus Claussen and others of Milwaukee. The consideration is not given. Flanner & Reeves purchased the boat last year from Nessen, but she reverted to him after being operated in the lumber trade. The new owners will use the boat in the cedar trade on Lake Michigan.

Major Judson, United States engineer, during a recent visit to Washington, recommended the establishment of a gas buoy with fog signal attachment on or near Garden Island shoal at a total cost not to exceed \$7,500; to authorize the establishment of a light and fog signal ship on or near the southeast shoals, off North Manitou Island, at a total cost for construction of such ship, apparatus and machinery at not to exceed \$50,000; to authorize the establishment of a fog signal at Grand Point Au Sable at a cost not to exceed \$11,000; to establish a light and fog signal on Lansing shoal at a cost not to exceed \$250,000.

The shareholders of the Canadian Ship-building Company recently decided to sell the machine shop in Toronto for \$140,000, if sufficient money could be procured, to continue the plant at Bridgeburg. Difficulties apparently have been experienced in securing funds, as a meeting of the shareholders was called for February 8 to adopt a liquidator for the company. It is hoped, however, that a reorganization will be effected and the company then enabled to continue in business. It is understood that one or two banks have secured their advances to the company by liens on the Bridgeburg plant, which is worth about \$400,000.

INFORMATION WANTED.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.	133 Clinton Street
	Telephone 240 South.
BUFFALO, N. Y.	55 Main Street
	Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.	87 Bridge Street
	Telephone 552.
CLEVELAND, O.	81 Main Street (Old Number)
	Telephone Bell West 351.
TOLEDO, O.	719 Summit Street
	Telephone Black 6081.
NORTH TONAWANDA, N. Y.	152 Main Street
	Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.	7 Woodbridge Street, East
	Telephone 3742.
ASHLAND, WIS.	515 East Second Street
	Ashland Phone 1563.
SUPERIOR, WIS.	1721 North Third Street
	Telephone, Old Phone, 4428 L.
BAY CITY, MICH.	188 Third Street
OGDENSBURG, N. Y.	40 Ford Street
FT. WILLIAM, ONT., CANADA.	Box 235
KINGSTON, ONT., CANADA.	(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.	725 Quay Street
ERIE, PA.	107 East Third Street
	Telephone Bell 599 F.
CONNEAUT HARBOR, O.	922 Day Street
	Telephone Local 233.
SOUTH CHICAGO, ILL.	9142 Mackinaw Avenue
	Telephone 1944 South Chicago.
SANDUSKY, O.	510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Peiper Heidseick, Joe Walcott, Big Bear, Diamond D, El Tladdo, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cownie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Disston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Holst and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Reinle Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Planos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Ames Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gleeson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

RARE KINDS OF MONEY.

Among the United States issues of paper money first came the demand notes, which gave rise to the name of greenbacks. Congress, on July 17, 1861, authorized an issue of paper money of the denominations of \$5, \$10 and \$20, of which \$60,030,000 went at once into circulation. These notes were made payable in New York, Philadelphia, Boston, Cincinnati and St. Louis. Demand notes were issued for a period of less than eight months, for by Act of Congress of February 25, 1862, a new issue, the first of the legal-tender notes, was authorized in denominations of \$5, \$10, \$20, \$50, \$100, \$500 and \$1000. Fifty million dollars of the new notes were used to take up the demand notes, and they soon disappeared from circulation. The records now show that only a little more than \$50,000 of these notes remain to be redeemed, and it is believed that not more than \$1000 worth are still in existence. All the denominations are extremely scarce, particularly the \$10 and \$20 notes. They are held at a premium by paper money collectors, especially when in fine condition. There were at least fifteen varieties, counting the bills made payable in the different cities, and some of these bills rank in rarity with the rarest of the postage stamps.

The first issue of legal-tender notes is scarce, but not so rare as some more recent issues. These notes had the same obverse as the demand notes, but bore a different reverse. One variety showed that the bill could be convertible into United States 6 per cent twenty-year bonds, while the other variety was receivable in payment of all dues, public and private, except customs and interest on the public debt. The second issue of legal-tender notes was authorized by the Act of July 11, 1862, and consisted of two denominations, \$1 and \$2, the first United States bills of small denominations. This series indicated that the issue of \$3 bills was contemplated. In the center of the obverse of the \$1 note is a circle of lathe work in green. Within this, with the figures ranged one above the other, are "1," "2" and "3." But the \$3 bill never made its appearance. A bill of this denomination was engraved and proofs were taken, but the Treasury Department was advised that such a denomination was not needed. These bills are not so scarce, as other issues at the time of their first appearance were regarded as curiosities, and many persons laid specimens away, and they exist in perfectly crisp condition.

The third issue of legal tenders in 1863 included denominations of \$5, \$10, \$20, \$50, \$100, \$500 and \$1000, while the fourth of 1869 embraced the same denominations, with the addition of the \$1, \$2 and \$10,000 bills. Of this series the \$1 bill is regarded as the handsomest printed up to that time. Only one legal-tender bill of the denomination of \$10,000 was ever used, and that specimen is now in the Treasury Department at Washington. All of the fourth-issue notes of 1869 are rare. Of these bills and the subsequent \$1 and \$2 issues those which are scarcest are the 1869 reissues, 1875 and 1886, the silver notes bearing the portrait of Martha Washington. The scarcity of such bills is indicated by the fact that men who handle millions of dollars in paper money every year, and who are on the lookout for desirable specimens of these rarities, rarely come across one of them. Other bills, scarce

when in fine condition, are those bearing the portraits of Hancock and Windom, and the coin notes of 1890, which allow the Secretary of the Treasury, in his discretion, to redeem the notes in gold or silver, and which show the portraits of Stanton and McPherson. Collectors are glad to get notes of low numbers and place great store by these. In one of the big collections are shown several notes Nos. 1 and 2, and quite a number under 50.—Minneapolis Tribune.

KELVIN'S SERVICES TO MANKIND.

A list of Lord Kelvin's inventions would fill a page of this paper; a list of his writings would fill another; a list of the honors conferred on him by foreign governments, and by learned societies and institutions the world over would fill a column. He has added tens and hundreds of millions to the wealth of the world by his inventions in submarine telegraphy; he has saved countless lives by his improvements in the mariner's compass; in numberless directions he has enabled two blades of grass to be grown where one grew before.

With all his wonderful attainments he was a simple-mannered and eminently lovable man, keenly interested in all that went on about him—in the work of others as well as in his own. No trouble was too great for him to take in the cause of science or of the electrical profession. He would make special journeys all the way from Glasgow to London simply to take the chair at meetings of the Institution of Electrical Engineers. It is related of him that once when lecturing to his students he filled the blackboard with a series of complicated mathematical formulae, explaining them meanwhile. At the end he turned to the class and said, "Is that right?" A venturesome student said "No." Whereupon Lord Kelvin immediately wiped the board clean and began all over again.

A few years ago I assisted in showing Lord Kelvin over one of the great telephone exchanges in New York; and it was charming to see the keen interest he took in all the manifold details of a modern telephone exchange, with its innumerable devices for automatic working. Later on he handled, with almost loving tenderness, one of the Pupin coils designed for the improvement of telephonic transmission on long lines, then a great novelty in the telephone world. The invention was the outcome of a mathematical investigation, and, therefore, specially appealed to Lord Kelvin's sympathies.

The last time I saw him was a few months ago, at the dinner of an informal electrical society which goes by the rather punning name of the "Dynamicables." The principal object of the society is to hold dinners a few times each year, at which old friends in electrical circles foregather. Lord Kelvin on this occasion was the guest of honor, in celebration of his election, for the third time, to the presidency of the Institution of Electrical Engineers. For a man of 83, who only recently had undergone a serious operation and recovered from a long illness, he was simply wonderful. He made a long speech, in a clear and sonorous voice, a speech full of wit and humor and kindly feeling for the company gathered together to do him honor. He stayed to the last, and went home alone.

The thought occurred to me, as I said good-night at the door of his carriage on

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

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Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Shaftesbury avenue, how little the passers-by realized that the little, bent figure getting into the little brougham was the greatest man of his age—one who had done more for mankind than princes, politicians or generals.—London Leader.

The modification in the tariff regulations between France and Canada will, it is expected, lead to a marked increase in traffic between the two countries. There have been direct freight and passenger connections by the Allan line with Havre for some time, and there is promised an increase in the number of ships and the frequency of sailings. The Compagnie Generale Transatlantique has decided to turn a number of their passenger vessels from New York to the St. Lawrence, and so increase the service between Montreal and French ports. An agent for the company states that the matter had been under consideration for some time, and that the opening of the next season will see the French flag in Montreal. The new line will be inaugurated by La Bretagne and La Gascoigne, two of the older boats on the New York service. The tonnage of the former is about 6,000 register and only cabin passengers are carried.

SUPPLY AND TRAINING OF SEAMEN.

From the Report of the Committee appointed in July, 1906, to inquire as to the most practicable scheme for the supply and training of boy seamen for the Mercantile Marine, it appears that while there is no lack of boys willing to go to sea, it does not pay the majority of shipowners to take them in the present times of severe competition. Owing to this fact, the number of boys in the service has decreased from 18,303 in 1870 to 5,069 in 1905. These were apprenticed boys. Unindentured boys on merchant vessels amounted in 1891 to 1,906; in 1901 they had decreased to 1,384. The Boy Sailor Scheme, initiated under the Merchant Shipping Act of 1898, had for its object the increase of the number of British sailors in the merchant service in order to form a reserve for the Navy. It provided for State aid in the form of an allowance being paid the shipowner, which should not exceed one-fifth of the light dues paid by the ship. This scheme did not meet with the anticipated success, and a further scheme framed by the Admiralty in 1904 was also withdrawn, the views of shipowners not being regarded by the Admiralty as sufficiently favorable. At the present time the reserves for the use of the Navy which exist in the Royal Fleet Reserve, Royal Naval Reserve and Royal Naval Volunteer Reserve are, in the opinion of the Admiralty, quite adequate, and in view of the work in the Navy becoming more and more of a highly skilled nature it is considered that the Mercantile Marine cannot form a large recruiting ground for the Navy. In this connection it may be noted that the number of men on the books of the ships of the Navy and at the Royal Marine divisions is now 128,000, as against 68,800 in 1891.

In the course of investigation the Committee came to the conclusion that a capitation grant of £25 would induce a large number of shipowners to take boys; but the Committee decided that the large expenditure necessary to make any such scheme a success would only be justified if it were found that the number of foreigners in the merchant service was so large as to be a matter for serious objection on national grounds.

In 1905 the total number of hands on vessels engaged in the home (including fishing) and foreign trades was 220,203 (excluding Lascars and Asiatics). Of these 180,492 were British and 39,711 were foreigners. The percentage of the foreigners was thus 18.03. In 1902 the percentage was 18.71, showing that the foreign element in the merchant service is not increasing. In 1901 it appears that one in 38 of the male population of the United Kingdom over 15 years of age belonged to the seafaring profession.

Having regard to the opinion of the Admiralty before mentioned, and also to the fact that although there is no lack of boys willing to go to sea, the existence of a large proportion of foreign sailors must be regarded as a constant element in the merchant service, the Committee do not feel justified in recommending any large scheme of State grants to shipowners. As, however, it would be a national advantage if merchant seamen were more thoroughly and systematically trained and if the scope for the employment of British subjects were extended, the Committee consider that encouragement and opportunity should be extended to boys desiring to go to sea.

They recommend, therefore, that assistance in the form of capitation grants of £20 for each boy should be extended to training ships

and schools, the training to be under conditions approved by the Board of Trade. They consider that the grant should only be made in respect of those boys who actually make the sea service their profession, and should only become payable when the boys have passed one year in the training institution and one at sea. Shipowners, it is considered, will be more ready to take boys of good character trained under these conditions; and in this manner it is thought that 5,000 boys could be trained annually, provided that shipowners increased their demand to that extent. The present training ships and schools, other than reformatory and industrial ships, have accommodation for over 2,000 boys, but are hampered for want of funds.—British Labor Gazette.

THE UPPER AMAZON.

In a country of such vast and undeveloped forests as exist in the Upper Amazon, waterways are the only avenues of trade and almost the only means of communication for the inhabitants. As a consequence the dug-out canoe became a necessity for the everyday life of the natives, and if accurate accounts of the canoes in daily use on the Amazon and its tributaries were obtainable it would run up into many thousands. Until rubber became such an important article in the world's markets the forests of the Upper Amazon were practically unexplored, produced no revenue worth mention, and Iquitos was but one of the many unheard of villages situated on that river and never visited by larger craft than those propelled by the paddle and the oar.

With the opening of the rubber tracts a necessity arose for some other means of transporting the product to market, and the system of steam launches for collecting and bringing it to Iquitos was the result. As a consequence, Iquitos rose to such proportions that a regular monthly steamship service with Liverpool has been established, and the month of October witnessed the inauguration of a similar service with New York. Rubber is virtually the only product carried hence by the steamships, and to bring that rubber to Iquitos steam launches are operated by the merchants of the town. These merchants usually have their "clients," or men whom they have "staked" with provisions, etc., located on the different tributaries of the Upper Amazon, who pay for these provisions in rubber gathered from the forests, the merchants accepting the product at prices prevailing here at the time of delivery.

Ten or fifteen years ago, when the field was comparatively new, fortunes were easily made, but to-day sharp competition, which caused a larger increase in expensive launches, has resulted in small profits, it being said that local merchants are paying higher prices in the Javary River district than those prevailing in Europe. The launch business has been overdone, and there seems a tendency at present to dispose of them; but this seems only a method of remedying a temporary evil of overcompetition, for the launch must continue to play its important part in the business life of Iquitos as long as the supply and demand for rubber exist.

Special clocks, which need winding up only once in 400 days, are now manufactured in Munich.

OLD AND NEW CALENDAR.

The change from the old style to the new style in 1752 involved some curious anomalies. The reason of the change may be briefly explained.

The real length of a solar year is 365 days 5 hours 48 minutes 49½ seconds. The Julian Calendar (old style) made one year in four a leap year, so that the average length of a year was 365 days 6 hours. This was 11 minutes 10½ seconds too long, and the error amounted to a whole day in 129 years, or three days in 387 years. To correct this error the Gregorian Calendar (new style) reduced these leap years to common years in every four centuries, thus diminishing the average year by three days in 400 years. It was in consequence of this correction that after 1896 we had no leap year till 1904, the rule being that while in the course of a century every year divisible by four is a leap year, the century years themselves—1700, 1800, 1900, 2000, etc.—are not leap years, unless, after rejecting 00, the remaining figures are divisible by 4. Thus 1600 and 2000 are leap years, but not 1700, 1800 and 1900. This correction made the average length of the calendar year to be 365 days 5 hours 48 minutes 27 seconds. This is too short by 22½ seconds, but this remaining error is almost exactly compensated by substituting a common year for a leap year once in 4000 years, viz., in 4000, 8000, etc.

We have said that the new style was not adopted in England till 1752. By that time the difference between the calendar year and the solar year had accumulated so long as to amount to eleven days. An Act of Parliament was passed ordering that the day after Wednesday, September 2, 1752, should be reckoned as Thursday, September 14, 1752; and the public libraries' almanacs for 1752 may still be consulted, giving only nineteen days to September.

This is the only occasion on which any nation has had a month of only nineteen days, or a month with only two Sundays. For when the nations of the Roman obedience changed from old style to new style in October, 1582, the error had only accumulated to ten days. With them, October, 1582, had twenty-one days, and necessarily three of them were Sundays.

The Russians have not yet adopted the Gregorian or new style. The year 1800 was therefore with them a leap year, though it was in Western Europe a common year.—Old Moore's Monthly Messenger.

It would be difficult to find a more modest man in high places than M. Fallieres, the French President. "You are asking me," he said, not long ago, to an interviewer, "to blow my own trumpet, and I cannot gratify you. I remember every hour of my life that my grandfather was a blacksmith, while my father was a registrar."

Charles Eliot Norton has just celebrated his eightieth birthday at his home, "Shady Hill," in Cambridge, Mass. He was Professor of the History of Art of Harvard for many years. He has been Professor Emeritus since 1898. He has written much, and was the founder of the Archaeological Institute of America.

There are only 863 postoffices in Chile.

World's Workers.

The Maritime Clerks' Union is now affiliated with the Sydney (Australia) Labor Council.

At the commencement of 1907 the wage-earners employed in Australian factories numbered 228,715.

The union movement is commencing to make rapid strides among the farm laborers in Ireland.

On January 1, 1907, there were 25,714 co-operative societies in existence in Germany, with a total membership of 3,860,143.

Sixty men left Young Bros.' Avondale (Australia) sugar plantation recently, owing to the bad quality of food supplied to them.

The Master Builders' Association of Sydney, Australia, has agreed to pay union hodcarriers, while serving bricklayers, 9s per day.

All branches of labor employed in the New South Wales coal mining industry are rapidly enrolling in the Colliery Employes' Federation.

The New Zealand branch of the Seamen's Union has approached the local shipping companies for improved conditions of employment and better wages.

In Italy, Scotland, and New Zealand bread is made in the daytime, and now the Melbourne (Australia) Bakers' Society is demanding the abolition of night work.

The Legislative Council of Victoria, Australia, has excluded clerks, carters and drivers, stablemen, firewood-carters, and other workers from the benefits of Wage Boards.

A movement is now taking place among the unions in England for the abolition of systematic overtime, as a means of giving employment to more men, and so easing the unemployed pressure.

Melbourne (Australia) manufacturers of agricultural implements are openly defying the Commonwealth Government to enforce fair and reasonable wages, in connection with the new tariff.

The ninth triennial conference of the Australian Typographical Association has decided to appoint an organizer to visit Queensland, and it also recommended the organization of the various other trades engaged in the printing industry.

As a preventive against sweating, the Sydney (Australia) Musicians' Union has requested the Labor Council not to put the union label on places of amusement which do not pay union rates, so that they may be boycotted by all unionists.

West Australian milkmen, who work extremely long hours for seven days in the week, are now agitating for a Sunday half-holiday. No one outside themselves could help them to keep the day of rest sacred, so they have formed a union to try for it.

At a recent meeting of the Employers' Federation in Sydney, Australia, an opinion was favorably expressed that a Conciliation Board, consisting of the Trades and Labor Council and the Employers' Federation, should be established, for the purpose of avoiding industrial disputes.

Statistics show that in 1906 there occurred in France no fewer than 1300 strikes, in which 438,466 persons were concerned. This number included 380,435 men, 31,331 women, and 16,710 young persons of both sexes. Most of these strikes were successful in securing shorter hours for the wage-earners.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Adams, Chas.	Johansen, K. F. -1677
Ahlstedt, And.	Jorgensen, H. -1925
Akesson, Hj.	Jorgensen, Olaf
Alfsen, K.	Johanson, J. F. -1462
Andersen, E. -1149	Johansen, O. K.
Andreasen, O. S.	Johnson, H. L.
Anderson, Victor	Karlson, Oscar
Anderson, L. T. -735	Karlson, Victor
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Anderson, H. M.	Kammer, A.
Andersen, A. -1520	Kelder, Edmund
Andersen, Chas.	Khalbetzer, F.
Andersen, O. -1531	Klaesson, Karl
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Anderson, Olaf.	Koppen, E. O.
Andersen, O. L.	Kristofersen, Emil
Andersen, Eskil	Kristiansen, Gustav
Anderson, J. -1514	Kushel, V. J.
Andersen, Gus	Kummerlowe, O.
Andersen, J. -1492	Kuselue, Pete
Andersen, Axel P.	Lain, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Lalx, U. E.
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Becklan, J.	Lange, C.
Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
Bhom, Adolf	Leonhart, Alf.
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Birkilund, R.	Lewis, Geo.
Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Bohlman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
Campbell, Geo.	Lind, Gust.
Carlson, C.	Lockey, Harry
Carlson, A. M.	Loterus, M. P.
Carlson, A.	Lorntsen, J.
Capella, H.	Lundquist, A. -1352
Carlson, Jacob.	Lubeck, R. A.
Cashineyia, Manuel	Luby, W.
Cameron, Fred	Lund, H. C.
Cori, V.	Lysell, Geo.
Cella, Ed.	Mason, S.
Cesner, Chas.	Mayers, P. M.
Christensen, Elmar	Masterson, D.
Christiansen, P.	Markman, H.
Christiansen, Fred.	Meheut, Joe
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Christoffersen, And.	McKenna, P. J.
Charleson, M.	McAdam, J.
Christensen, J. -965	Mitchell, C.
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Courtney, Alf.	Mortensen, J.
Colby, Ernest	Morris, E.
Cortes, P.	Morse, Ben
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Ellingsen, P. -568	Nyhaugen, Julius
Elwood, Alf.	Nygren, B.
Elstad, John	Odley, H. S.
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Engelhardt, Edw.	Olsen, C. O. -705
Eriksen, A.	Olsen, Albert
Eriksen, Olav	Olsen, H. J.
Erikson, Allen	Olsos, Otto
Eskola, H.	Olsen, Harry
Evensen, Arnt	Olsen, Christ
Evensen, E. -551	Olsen, Anton
Feldjl, J. A.	Olsen, G. E.
Fitzgerald, H.	Osses, A.
Flyn, J. P.	Osterholm, G. W.
Forslund, Wilcher	Owens, J. H.
Follon, Thomas	Pankhurst, Thos.
Frankson, C.	Palmer, J. H.
Frankenberg, V.	Paulson, O. -1183
Freiland, Chas.	Paulson, Paul
Fyhn, A.	Pederson, Anton
Gad, Vincent	Pederson, K. -980
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Gabrielson, Gust.	Peterson, M. -908
Gartsson, F. J.	Polson, Carl
Garbers, H.	Polge, Louis
Gamber, Jas.	Pritch, Frank
Gad, Christ	Quade, P.
Gelsler, Johannes	Quetscke, R.
Gurstrom, F.	Rasmussen, R. -525
Gundersen, Andreas	Rasmussen, Fred
Gustafson, Rail	Reinick, H.
Gustafsen, A. W. -700	Reymond, L.
Gunther, Richard	Reimann, Chas.
Hagen, Chas.	Richardsen, H. -597
Hansen, Karl	Rose, W. H.
Hansen, H. C. F.	Rommel, Anders
Hardy, W. -606	Rydquist, Chas.
Halberg, Oscar	Sampson, C.
Hanson, W. -1620	Sande, A.
Hanson, Maurice	Sauer, C.
Havden, Albert	Samuelson, A. M.
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Hagman, H.	Scott, E. G.
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Hennings, S. J.	Schmitt, F.
Hermansen, Frantz	Schafer, Paul
Hilgesen, H.	Schultz, W.
Herre, Edmond	Schulze, Aug.
Heggerson, Louis	Sebell, Chr.
Hovdi, Paul	Seddon, R.
Holm, John	Shannon, H. C.
Havgaard, T. S.	Simonsen, B.
Holmes, T. A.	Sivertsen, Anton
Haglund, R.	Sivertsen, S. B.
Hofslund, M. B.	Siemers, B.
Iuersen, S. B.	Smith, Ed.
Jacobson, John A.	Smith, J. A. W.
Jacobson, Hans	Smith, Ed.
Jensen, P.	Soyland, Arthur
Jensen, Ludvik	Soderholm, Alarie
Jorgensen, Alfred	Sovik, C.
Johnson, J. -983	Soenvecke, A. -1321
Jorgensen, Wm.	Staff, C.
Johanson, Johannes	Johnson, C. -1592
Johnson, C. -1592	Johnson, J. A. -1659
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Johansen, H. -2126	Steine, I. L.

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Syvertson, F. Froberg Walrath, C.
Sysmanti, H. Wahlstrom, A.
Taylor, Ed. Wrrich, P.
Thomassen, R. -2184 Wilson, S.
Tiesing, E. A. Witt, E. S.
Tongerson, K. Wimmer, Geo.
Tonquist, M. Winters, C.
Tuominen, A. Wickblad, O.
Udley, H. T. Woods, J.
Ustad, J. S. Wylurg, E.
Yonger, O.

Portland, Or., Letter List.

Andersen, F. Karlsson, A. M.
Andersen, Geo. Chr. Larsen, F. -1113
Andersson, A. Lyche, Harris M.
Andreasen, Nels. Lindeinan, A.
Bjorkman, Chas. Lang, G.
Bluhm, Peter Le Fevre, Louis
Bauwens, Edemon Lange, F.
Bergh, Edw. Lettre, Honore
Bostrom, Nils A. Maack, Hans
Bartels, H. Nelson, Chas.
Cone, Pierre Nilsen, Edwin
Dalton, Thomas H. Nordstrom, Knut O.
Dahl, John Nurml, E. W. -865
Eriksen, E. Nurminen, J. V.
Ehlers, Henry Nordenberg, Alf.
Elving, Gust Nelson, Louis
Ellassen, O. E. O'Malley, John
Fohvig, John Olsen, Gunval
Goethe, Vicktor B. Olson, Albert
Griel, Bernherdt Olson, Olaf
Gustafson, A. Olson, Arthur G.
Hansen, John Ordig, Bruno
Hansen, Harold Petterson, John
Hansen, H. Petterson, Harold
Hansen, George Petterson, Gustaf E.
Hanson, Aldan -1018
Haagensen, Martin Petersen, Ed.
Hartman, Karl Pholmann, Hans
Hogen, Bernt Rasmussen, Adolph
Hesse, Erich Rosbach, Walter
Hegan, Paddy Raetz, Aug.
Hansen, Geo. J. -1267 Rosenovold, Isak
Henriksen, P. Russell, Ed.
Ivers, John Selander, Gus.
Jakobsen, Ole Staaf, Louis
Jacobson, John Smith, Max
Jansen, Harald L. Sepala, T.
Johannessen, Hans Schmidt, Fritz
Jensen, Hans Swedsen, Carl
Janson, Oscar Tyrholm, Johan
Jonsson, C. A. Thomson, John
Jahnke, Arthur Tornbeck, R.
Johnson, Andrew Vincent, Joseph
Johansen, F. B. Viebrock, Chas. H.
Kristoffersen, Emil Werner, O.
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every dollar's worth before commencing to remodel the store, and the arrival of
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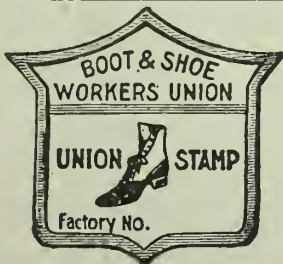
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Pt. Townsend Letter List.

Ensbom, Carl R. Larsen, Anton
Eliassen, C. E. Larsen, L. K.
Evans, Stanley McLennan, Donald
Grew, Jorgen Olsen, Alfred
Heine, C. Stachenssen, C
Helms, William Syvertsen, Syvaret
Hartman, Karl Sande, Anton
Knopff, Fritz Tugland, Karl



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**Home News.**

A monument to Robert Burns was
unveiled in Golden Gate Park, San
Francisco, on February 22.

The Citizens' Health Committee of
San Francisco has decided to raise a
fund of \$500,000 to protect that city
against plague.

The Mississippi Senate on February
13 passed the statutory prohibition
bill by a vote of 36 to 4. The bill
becomes effective December 31.

The First National Bank, of Brook-
lyn, N. Y., which closed on October
25, reopened for business on February
10. A deficiency of \$165,000 has been
made good by the stockholders.

Twenty-eight men, including twenty-
four Chinese, were killed and half
a dozen injured by an explosion at the
Hercules Powder Works, at Pinole,
Cal., on February 20.

Secretary of State Root and Em-
bassador Jusserand on February 10
signed a treaty providing for the arbi-
tration of any issue that may arise be-
tween France and America.

The proposed constitutional amend-
ment to prohibit manufacture and
sale of liquor which recently passed
the West Virginia House was de-
feated in the Senate on February 14.

The Eighth District Congressional
Convention, of Ohio, called to name a
candidate to succeed Congressman
Ralph Cole, adjourned sine die on
February 21 without having made a
nomination. There had been 1,011 bal-
lots.

What is known as the Anti-Bucket-
shop bill passed the Mississippi Sen-
ate on February 12 by a practically
unanimous vote. It had previously
passed the House, and now only
awaits the signature of the Governor
to become a law.

Chief Justice Hunter at Vancouver,
B. C., on February 21, directed that
the two Japanese now lying in New
Westminster jail for violating the re-
cently passed Natal Act of the Prov-
ince should be immediately dis-
charged from custody.

Owing to the threatened shortage
of beans, a cargo of thousands of
bushels is on its way to Boston,
Mass., from Marseilles, France. This
cargo is the first ever imported by
Boston merchants and is due to the
partial failure of the California crop.

John W. Bookwalter, the million-
aire and the former Democratic can-
didate for Governor of Ohio, recently
cabled \$2500 to Mayor Burnett, of
Springfield, O., from Nice, Italy, to
be used for the poor people of that
city who are out of work.

Battle is to be offered prohibition
in every city, town and county of
the United States through the me-
dium of a vast national federation,
with executive headquarters in Chi-
cago, and composed of every associa-
tion connected directly or indirectly
with the liquor trade.

It has been decided by the House
Committee on Military Affairs to in-
corporate in the Army Appropriation
bill provision for an increase of pay
for enlisted men. The rate of in-
crease has not been determined, nor
has the committee yet decided to re-
commend increase of pay for officers.

The Canadian Government has
sent instructions to the agent of the
Justice Department in British Colum-
bia to take legal steps to prevent the
Provincial authorities enforcing any
penalties against Japanese citizens
under the Natal Act, just passed by
that Province. As soon as the act
reaches Ottawa it will be disallowed.

Domestic and Naval.

The bark H. G. Johnson, which broke adrift from the tug Hughes recently while being towed from New York for Philadelphia, Pa., was at anchor off Delaware Breakwater on February 14.

Four stowaways hidden in various parts of the steamship Marquette were discovered by the crew on the vessel's passage from Antwerp to Philadelphia, Pa., where she arrived on February 16.

Captain G. S. Healy and his crew of ten men of the schooner Frances Hyde arrived at New York recently from Bermuda on the steamship Bermudian for medical treatment after leaving their vessel virtually a wreck at Bermuda.

Congressman J. Hampton Moore, of Philadelphia, Pa., has introduced a bill to regulate the loading as well as unloading of vessels at night. It is provided that vesselowners shall pay other employees as well as inspectors for work done after the regular hour of quitting.

An amendment to the Mail Subsidy bill was introduced in the Senate on February 17 by Lodge, who authorized the Postmaster-General to contract for carrying ocean mail in vessels of the third class, and pay a subsidy of \$2 per outward mile on voyages of 4000 miles or more.

George Dixon, a carpenter on the American collier Abarenda, killed Walter Weichert, first-mate of the collier, on board that vessel at San Juan, P. R., on February 21. Weichert recently had Dixon placed in irons on account of disobedience to orders and this possibly was the motive for the crime.

Senator Lodge on February 18 reported favorably from the Committee on Immigration a bill revising the regulations governing assignments of air space and accommodations to steerage passengers on ocean vessels to conform to the regulations framed by the British Board of Trade which went into effect January 1 last.

All fears for the safety of the long-overdue Philadelphia Transatlantic liner Eagle Point, from London for Philadelphia, Pa., were dispelled on February 11 when the Belgian steamship Vaderland arrived at New York and reported sighting the belated liner on the previous day, 270 miles east-southeast of Sandy Hook.

Passengers who arrived at San Juan, Porto Rico, recently from New York on the steamship Coamo reported that on February 11 the Coamo passed a four-masted schooner on fire. The steamship, according to the passengers, did not stop to ascertain if assistance was required. It is believed in shipping circles that officers of the Coamo saw that the schooner had been abandoned and required no assistance.

The steamship Ducca degli Abruzzi, at New York from Naples, is making her maiden voyage. She is the first of the six new steamships which the Navigazione Generale Italiana is building to enter the service. She will closely be followed by El Vittorio, and the Regina Elena, the Principe Umberto, the Ducca di Genova and the Ducca d'Aosta, of which the first three are destined for the South American trade, while the others will ply between Italy and New York.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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Tacoma, Wash., Letter List.

Ames, George	Andersen, Albert H.	Bartels, Hermann	Berger, Joseph	Rordahl, Ed.	Eidsvaag, Peter S.	Ekeland, Sigurd	Fredrickson, Chas.	Frick, M.	Guyader, Georges	Hansen, Sopu -958	Hilke, Charles	Jensen, Albert	Johansen, Hjalmar	Johnson, Chas. J.	Johannesson, Waldmar	Kolp, Otto, Louis	Lang, Gust.	Larsen, C. L. -1202	Lerche, Andrew	Nelson, Chas.	Patterson, Eric	Persson, Hjalmar	Rehbeln, Ernest	Russell, Ed.	Schutz, L.	Tonge, N. W.
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Honolulu Letter List.

Cameaz, Alf.	Diez, H.	Ferraris, J.	Harnesen, N.	Ketringer, A.	Pratt, L.	Schmidler	Wunstoof, Aug.
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Eureka, Cal., Letter List.

Andersen, Olaf	Anderson, S.	Armml, Walter	Bastram, C.	Carlson, Oscar	Ekwall, T. A.	Fleurie, George	Hart, Knud	Ingebreetsen, Alfred	Jeusen, Hans	Johnson, Hans	Johnsen, J. -25	Knapff, Fritz	Knudsen, Jacob E.	Micell, Agutino	Niccolai, Sant.	Nylund, Sven	Olsen, Brar.	Peterson, Gert.	Rollo, R.	Shulls, Christ.	Svensen, Olaf	Thorensen, Peter	Wellberg, Karl
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Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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CALIFORNIA

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on the Pacific Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str., where important news is awaiting him.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Have-lock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

Representative Hughes, of New Jersey, on February 17 introduced an amendment to the Sherman Anti-Trust Act designed to meet the objection raised by the Supreme Court

Labor News.

Work was resumed in the Bessemer department of the Cambria Steel Company at Johnstown, Pa., on February 17, giving employment to 2,000 men.

Orders have been issued for starting the No. 1 plant of the American Sheet and Tin Plate Company at Scottdale, Pa., on March 1. The plant employs 500 men.

It was learned at Topeka, Kan., on February 21 that both the Rock Island and Santa Fe railways will increase their force of operators to comply with the new Federal Nine-Hour law.

The House Committee on Labor is nearing a report on the Gardner bill to enforce observance of the Eight-Hour day in all Government work. It is believed a majority will report adversely on the bill.

The Rogers Locomotive Works, at Paterson, N. J., a branch of the American Locomotive Works, will shut down on March 1, it was stated, unless there is a revival in the industry before that time.

E. H. Harriman recently announced that the managers of railroads are not contemplating a reduction of the wages of employes, but are more concerned with promoting policies which will restore confidence.

The cotton mills of the Pepperell Manufacturing Company at Biddeford, Me., and of the York Manufacturing Company in Saco went back on full time on February 17. About 6,000 operatives are affected.

In order to carry on a labor war against the Western Federation of Miners at Fairbanks, Alaska, agents in Portland, Or., are offering employment to 2,000 men at \$5 a day to go to work in the North.

There is a split coming among the mine operators of Goldfield, Nev., if some of the employers persist in the intention recently announced of taking action in the matter of the strike independent of the Mine Operators' Association.

The cotton mills of the Boston Manufacturing Company at Waltham, Mass., hereafter will be closed on Fridays and Saturdays, a reduction in the working time from fifty-eight to forty-two hours a week. Nine hundred hands are affected.

The Gallinger Child Labor bill, which applies only to the District of Columbia, was ordered favorably reported by the Senate Committee on Education and Labor on February 15. The bill prohibits the employment of children under the age of 14 years.

President Roosevelt on February 15 approved an order reducing the price of composition to be charged by the Government Printing Office from \$1.20 to 80 cents an hour for hand composition, and from \$1.80 an hour to 80 cents per thousand ems for machine composition.

A committee of twenty-five railroad men, representing the Brotherhood of Locomotive Engineers, locomotive firemen, railway trainmen, railroad conductors and railway telegraphers, met at New York on February 21 to take action as to the reported reduction of wages by railroads in the country. President Newman of the New York Central, sent a communication to the meeting to the effect that no reduction of wages on the Central or allied lines is contemplated.

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of the United States in a recent decision against the Hatters' Union.

The Kansas City Bolt and Nut Works, of Kansas City, Mo., which has been shut down since January 1 on account of financial conditions, resumed work on February 17 with a force of 600 men which will be increased to 700. The Kansas City Cotton Mills, employing 250 hands, also resumed on the 17th, as did a number of smaller manufacturing plants.



FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 24.

SAN FRANCISCO, WEDNESDAY, MARCH 4, 1908.

Whole No. 1054.

SENTIMENT OF THE SEA.

ON THE SIXTH DAY of the present month the seamen of the United States, in accordance with annual custom, will honor the day upon which was founded the organization to which they owe the progress of their craft in improving the material features of seafaring life.

The inception of this work dates from March 6, 1885, when the Sailors' Union of the Pacific was established, in San Francisco. With each succeeding anniversary, the local pride manifested upon the occasion has been, not lessened, but rather increased by a constantly expanding interest on the part of seamen in other parts of the United States, even extending to the seamen in the most distant quarters of the globe.

In the course of these twenty-three years of active history the fame of the Sailors' Union has traversed the seven seas; its members, representing several generations of seafaring life (computed from the average period of such service), have personally communicated that history to their fellows in every seaport of the world, so that to-day the Sixth of March bears a significance in the minds of the whole seafaring fraternity hardly less important or less personally gratifying than in the minds of the seamen on the Pacific Coast.

Even the few surviving members of the "Old Guard," those veterans of the historic lumberpile, where first the Union inhaled the breath of life, whose honors increase as their ranks diminish, are fain to acknowledge themselves outdone by the song of praise and gratitude that echoes and re-echoes upon the wings of every wind that blows. The Sixth of March is no longer an occasion of merely local importance; it is a day of world-wide note, of ever-increasing celebrity among the world's workers, on land as well as on sea.

In the selection of means by which to fittingly honor the day, we may assume either one of two standpoints, the contemporary and material, or the historical and sentimental. Treated from either standpoint, the Sixth of March affords material alike interesting to the general observer, valuable to the student of human events and inspiring to the seaman himself.

Taking our departure from the day of the Union's birth, March 6, 1885, we find in the events of each succeeding year, and almost of each day, a study fraught with the most potential incidents, one equal in point of human interest to that of any class or craft of which history makes record. The "plain, unvarnished tale" of the Sailors' Union, the simple narrative of its aims and achievements, is rich, almost to the point of embarrassment, in the exemplification of devotion to principle, of heroism under the most trying circumstances, of substantial achievement on the path of highest human endeavor. Treated by a historian adequately equipped for the task, one endowed with a mental gift capable of grasping the true connection between small incidents and great events, however remotely separated by time or hidden from ordinary view by the distractions of the "madding throng's ignoble strife," and with intellectual powers equal to the presentation of the subject in that fashion of adornment of which simplicity is at once the virtue and the glory—so treated, the simple, day-by-day story of organization among the seamen would do full honor to the natal day of the Sailors' Union, and at the same time present to mankind a work

which, as a study of human effort, might enlighten the world, and, as a literary epic, might compel the admiration of all posterity.

The labor movement of the world is the most important of social activities, because most immediately concerned with the conditions of life. The objects of that movement are nowhere better illustrated, nor its potency more indisputably demonstrated, than by the history of organization among the seamen. By organized effort, extending over a comparatively brief period, the seamen have changed, indeed revolutionized, the status of their craft from that of slavery, literal rather than metaphorical and positive rather than comparative, to that of freedom. Following this fundamental change in their relations to the law and to society, numerous other reforms have been accomplished. Considering all the circumstances of their life, past and present, it may truly be said that the history of organization among the seamen affords the best example of the power that resides in the labor movement. That history might therefore form an appropriate topic upon the day which marks its origin and to which the thoughts of every seaman revert, to indulge in the pride of recorded victories and to draw inspiration for the victories yet to be achieved.

Upon previous anniversaries the Journal has treated the event from the contemporary and material standpoint, endeavoring in a humble way, yet with all the strength at its command, to recite the things done and attempted by the Sailors' Union and its sister organizations among the seamen of the world. To-day we propose to take the higher, or at least more comprehensive, ground, and to treat the present and the future in the light of the past, to briefly discuss the affairs of our craft from the historical and sentimental standpoint.

In passing let us note the truism that history and sentiment are largely synonymous. The sentiment associated with any institution grows out of its history, and exerts an inviting or repelling force as that history accords with the sense of good or bad. So regarded, sentiment is, or ought to be, a powerful factor in shaping the destinies of the labor movement. The labor movement in any given craft is either articulate, definite, practical and potent, or incoherent, inchoate, visionary and powerless, in proportion as its actions are directed by history and sentiment or misdirected by mere longing and impulse.

It would be an interesting and by no means profitless task to determine the relative importance of sentiment and practice as factors in the conduct of the labor movement, to determine, for instance, how much of the strength of a given organization is derived from the conception which its members entertain regarding their place among the "ancient and honorable crafts" (craft pride, as it may be called), and how much from purely practical ideas, dissociated entirely from sentiment. However it may be with other crafts, the seamen may reflect with pride upon the history of their craft and feel within them that sense of dignity and responsibility toward the world's affairs which constitutes the condition precedent to the establishment and maintenance of an honored place in society.

The history and sentiment of seafaring is a subject the mere mention of which appeals strongly to the imagination, disclosing to the mind's eye a vista in which we behold those

epochal events which, however they have changed the current of progress, have carried mankind ever onward from darkness to light, from barbarism to civilization.

In a review such as is here proposed, we are favored by the two leading facts of physical geography, the fact that nearly three-fourths of the earth's surface is covered by water, and the fact that the land surface of the earth is composed of two nearly equal parts, separated, or rather connected, by two great oceans. These striking physical facts suggest, first, the thought of how history might have been made and written were the whole face of the earth dry and mountainous, and, secondly, how important is the place occupied by the seaman in the progress of man, from the state of primitive or indigenous society to that of the world-conqueror, penetrating and possessing every habitable part of the planet. How long would it have taken some landfaring Columbus to "discover America" had the course to that land lain over the mountains and plains that form the bed of the Atlantic? How long ere the Pacific Coast had been settled had Cortes and Drake been compelled to circumnavigate the Rocky Mountains? How long had Asia remained closed had the West been forever dependent upon communication by caravan and the "ship of the desert"?

These questions suggest a probable difference in the development of civilization had the pathway lain over the land instead of over the sea. The facts as we know them leave no room for doubt as to the facilities afforded by the sea as a means of communication, nor as to the seaman as that craftsman who, of all the "ancient and honorables," has led the way in conquering the material forces of the earth, in enhancing the substantial comfort of mankind and in carrying the light of the Spirit into dark places.

"Man marks the earth with ruin—his control
Stops with the shore!"

Thus speaks the poet, meaning, of course, to define the limits of man's enterprise in war. For other purposes, for all good purposes, the shore marks the starting-point of man's control and enterprise. This view is well expressed by the great traveler, Humboldt, in the observation that contact with the ocean is one of the determining elements in the character, wealth and power of nations. Such, indeed, is the universal testimony of history. To the men or nations of purely landfaring characteristics the seas constitute so many barriers, confining them to a primitive, or at best tributary existence. To the nations of seafaring instinct the seas constitute so many literal highways connecting the uttermost ends of the earth, over which the venturesome and hardy may travel to fame and material greatness. The declaration of Caesar, "I rule the land, the law rules the sea," and the Roman doctrine of "Mare Liberum," but illustrate, each in its own way, the truth cited by Byron, that while man's power of oppression—"man's inhumanity to man," to quote another poet—ends with the shore, his power for liberty begins with the sea.

Let us for a moment glance at the entrancing pages of the world's maritime history. Let us first pause in respectful silence, for want of words, or even thoughts, adequate to the occasion, before the memory of that man who of all

(Continued on Page 7.)

BLOOD-MONEY AND UNEMPLOYED.

It is not good for man to be idle—too long. Also, needs must when the devil drives. The which is quite enough by way of an exordium to a "growl."

The continued dullness in shipping during the present winter constrained me, like many another sailorman, to look for employment on shore. With that object in mind I visited the various employment agencies in San Francisco and Oakland. I found them all besieged by anxious and worried-looking men, scanning the blackboards for notices of jobs. It seemed to me, looking over the multitudes, that there must have been at least two or three hundred men to every job in sight. Further investigation disclosed that the majority of these men were absolutely penniless, many of them sleeping out o' nights and depending upon charity for their daily bread. This led me, not unnaturally, to think that such jobs as there were to be had would be given, first of all, to those who stood most in need of them; that is, to the penniless ones. In this, however, I reckoned without mine host, the employment agent.

To my amazement I found that, despite the general distress and unmistakable poverty in evidence everywhere, the licensed purveyors of jobs conducted their business on the usual trust basis of charging all the traffic will bear. Under the circumstances, this meant that the fees paid for getting jobs were now higher than ever, making it impossible for a man without money to get any job whatsoever unless the employer consented to advance the fee—a thing which only happens when men seeking employment are scarce.

By the time I had gotten thus far in my sizing up of the situation, I butted into another proposition. This was none other than the time-honored one of "divvyng" the fee exacted from the applicant for work with the employer, after the manner so well known to seamen in their dealings with the crimps. In other words, the high fees which the employment agents have lately been squeezing from their victims have enabled these landsharks to secure the contracts for supplying certain corporations with help by the simple expedient of offering the bosses a bonus for every man supplied. Thus the seeker after a job has in reality to pay two fees for same, one to the employment shark and another to his prospective employer.

To come down to specific instances, and also to show to what abuses such scoundrelly practices lead, I will here relate an experience of my own in that line, which is no doubt typical of thousands of others.

One of the largest employment agencies in San Francisco has a contract with the Southern Pacific Railroad Company to supply that corporation with track-layers and spikers. In the course of a roving life in many lands, I have acquired a considerable knowledge of track-laying, and can swing a spike-maul with any of 'em. And so I applied to the employment agency in question for a job as track-layer. The wages, I was told, were \$2 to \$2.15 a day, according to ability, and the fee for securing the job was \$3, which I paid. This was on February 17. I was instructed to be at hand with my blankets and baggage at 1 p. m. on the following day at the Ferry Building, foot of Market street, when I would be passed some 450 miles up the line of the Southern Pacific

Railroad, near the State line of Oregon. On arrival up there I would be met by the construction engineer of the road, and by him put to work.

While waiting for the time of my departure to arrive, I busied myself with finding out as much as I could about my prospective job. To begin with, I found that some of the men who were going up the line with me had paid as much as \$4 and \$5 for their jobs—presumably because they looked easier marks than myself. Next, I met several men who had been working in the very camp to which I was billed to proceed. They all, with one accord, advised me strongly against going there. No man, they said, could stay up there longer than three or four weeks at the most. At the expiration of that time the boss would find some way to make the men quit. They would then be left with a time-check, negotiable in the neighborhood of the camp at a discount of 15 or 20 cents on the dollar, to pay their own fare back to San Francisco. Their explanation of this paradoxical conduct on the part of the boss was that he received a bonus from the employment agency for every man sent up there to work. Hence it was, of course, to the financial interest both of the boss and the employment agency that men should not stay in the camp too long. It goes without saying that on learning of these things I decided to have nothing further to do with the job in question. By pursuing this course I was, to be sure, \$3 out of pocket, but the experience I gained in return was, I think, well worth the money.

For several days afterward I continued my investigations. I visited nearly every employment office on both sides of the Bay, where a fee is charged for procuring work. By dint of diligent questioning I ascertained that skilled mechanics and artisans are often charged as high as \$10 for a job. And these men all knew what kind of a skin game they were up against. They knew that probably half of this fee would go into the pocket of the boss to whom they would be sent by the employment agent. They knew that in the very nature of things they would not be able to keep their jobs very long, that the grafting boss would fire them after a couple of weeks or so for "inefficiency," or some other trumped-up charge, in order to make room for another bonus-bearing victim. But, they were in a manner helpless in the matter. Times were hard and jobs scarce, and any job was better than none at all. Besides, there was the offchance that the boss might be an honest man, or, if a grafter, that he might be run over by a trolley car or an automobile ere he could carry out his design of firing the bonus-payers.

Now, I submit, that there is something wrong with the moral fibre of a community or people who allow an abuse like this to exist in their midst without making any apparent efforts for its suppression. It isn't as though the thing were irremediable. Thanks to the vigorous and persistent agitation of the International Seamen's Union of America, Congress long since enacted a law making it a misdemeanor, punishable with heavy fine or long term of imprisonment, for any person to demand or receive any remuneration whatsoever from a seaman for supplying him with employment. The result is that seamen no longer have to pay blood-money for the inalienable right to earn a living. Several of the Eastern States have, by statute, limited the fees of employ-

ment agents to a flat rate of one dollar.

The idea of this is that one dollar is quite sufficient to reimburse the employment agent for his trouble, yet does not leave a sufficient margin of profit to warrant the paying of a bonus to some grafting boss. Hence, if the worker is capable, there is manifestly no incentive for the boss to fire him. Surely the State of California might do as much for its workingmen! Here we have a species of industrial blackmail, legalized by the State, which actually and truly forces great numbers of workingmen to become intermittent vagrants! Viewed even from a purely selfish standpoint, it would pay the State to in some way remedy this evil. Workingmen everywhere form the majority of the population. From this it follows logically that steady employment of its workingmen at fair wages is an indispensable condition to the general prosperity of any community. If anyone can refute either the premises or the conclusion of that argument, let him speak up.

Were it not that the Supreme Court and Mr. Hearst have declared the boycott illegal and unconstitutional, I, personally, would be very much in favor of our emulating the spirit of '76 to the extent of organizing a general boycott by workingmen against all grasping employment agents. Such a boycott would most assuredly "destroy the business" of these nefarious bloodsuckers—but that, of course, would be "treason" against the Constitution. And so, as things now stand, 'ware the boycott, or the injunction will get you if you don't watch out. All of which leads me to think that it is up to the State of California to look into this matter, and see what can be done with it—and then do something.

EL TUERTO.

San Francisco.

FRENCH SEA FOODS.

The Marennes oyster is considered the most popular in France. The oyster parks are laid out in the space between the island of Oleron, the island of Aix, and the mainland. Each ebb tide permits the waters of the Seudre to flow over the beds. The bivalves are brought to this locality in large numbers from the breeding beds at Archeson. Here they are deposited in the mud to fatten and to take on the peculiar coppery tint and taste, which makes the green oyster of Marennes popular in France. According to the statistics of 1907, shipments of oysters from one of the two railway stations gave a total of 8,220 tons, which necessitated the use of 620 freight cars. The increase over 1906 was over 150 tons.

A number of fishes hitherto unknown in these waters, but well known on the Atlantic Coast of the United States, have recently appeared, among the most numerous being the sheepshead and the bluefish. The appearance of this new sea food has caused considerable interest in the fishing industry. Up to the present time, however, I have only seen fish that are large and strong. The presence of shad is also greatly appreciated, but is due directly to the fish culture in the streams emptying into the Bay of Biscay. Shad bred in these waters apparently differ slightly in form and color from the American variety.

Demand the union label on all products.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

BRITISH TONNAGE.

The production of merchant steamers in British shipyards in 1907, according to the statistics of Lloyd's Register, was 1,742,365 tons, or a decrease of 220,000 tons from the previous year.

According to another report the net addition to the British register after deducting losses, vessels sold to foreigners, etc., for ten years up to 1906 was 5,488,938 tons steamers, and the net reduction of sailing ships was 1,230,641 tons. There was a large extension of British commerce in the same period. The export of coal alone increased from 34,000,000 tons in 1896 to 55,500,000 tons in 1907. The carriage of grain from long distances—River Plate, Australia, and the west coast of America—to countries of quickly increasing population instead of as formerly from nearer sources, greatly lengthened voyages for the existing large merchant fleet.

It is stated that prices of new tonnage to build are about 10 per cent lower than a year ago. British shipbuilders are seeking to reduce the wages of their men. Strikes continue prevalent in Great Britain in almost every branch connected with the shipping. There have been strikes of seamen in British and many foreign ports. The prices of vessels are said to be 15 per cent lower than a year ago. British and German shipowners have agreed on the same load line for their ships. The Australian Commonwealth mail contract made last year with a syndicate, which was to have begun running this year, has been canceled and the subsidy given to the old contractors—the Orient Steam Navigation Company—to begin running in 1910 under the Commonwealth flag.

Foreign shipbuilding continues to extend. In Japan they are building steamers up to 13,000 tons gross register with turbine engines. The Japanese are also producing their own steel plates, and will doubtless soon be able to supply themselves with all their ships and material. Australia is reported to contemplate becoming its own shipbuilder. Some foreign countries are supporting their shipowners by granting loans at moderate interest. A powerful amalgamation has been made in Italy to control the principal steamship lines running out of that country, and including the control of some of the principal Italian shipbuilding yards. Complaint is made of low freights and higher running expenses which, it is said, may result in disaster to British shipping interests. A London report says:

"Some extraordinary voyages were undertaken last year. A steamer was sent from the Tyne to Java in ballast to load home at a very ordinary rate. When rates were very low from the River Plate in July steamers were sent in ballast from the Plate to Java and from the Plate to Karachi, India, to load home. A steamer was sent in ballast from the Plate to Natal, and then, finding the market depressed, was sent on to Australia to load home. Steamers have gone in ballast from Bombay to Australia to load home."

German shipbuilding showed a serious decline in 1907. Last year Germany built 275,000 tons as compared with 318,000 tons

in 1906, while at the same time she purchased less from Great Britain. A matter of great discontent in the United Kingdom is the large percentage of foreigners employed in the British mercantile marine, numbering a total of 40,000. The British Naval League is agitating the utilization of the unemployed to take the place of aliens on British ships.

FOREIGNERS ON BRITISH SHIPS.

The British Government issued a notice recently that foreign seamen should not be engaged on British ships in European waters, unless they have enough knowledge of English to understand orders given in that language. It is stated that it has been no uncommon thing to find a ship's crew composed of eight or nine nationalities with absolutely no language in common, and perhaps a boatswain, who only understands English, as "interpreter." The return relating to seamen employed in the British mercantile marine shows 30 English and Irish per 10,000, while Scotland supplies 56 and Wales 44 per 10,000. The proportion of Lascars and foreigners increases, while the British decrease. In the last fifteen years, 1891-1906, there was an increase of 17,103 Lascars (East India sailors), and 11,022 foreigners, and of the British only 510. The recent order as to understanding the English language in European waters it is supposed will cause a decline in Lascars and foreigners.

TRANSPORTATION IN NORWAY.

Emigration has reduced the population of Stavanger, Norway, to such an extent that necessary help for farm labor can no longer be obtained. While people are thus leaving for other countries, large tracts of land that need only to be cleared and drained lie untouched, owing to the scant railroad transportation facilities.

The railway from Stavanger to Egersund, constructed about twenty-five years ago, gave a start to the reclamation of waste land, which has resulted in the transformation of Jaederen into one of the chief agricultural districts of Norway. The construction of an electric railway from Haugesund to Odda, a distance of 75 miles, which is now under consideration, would undoubtedly prove of similar benefit to that section. Another transportation project is the organization of automobile routes from Stavanger to adjacent points.

William T. Stead, the London editor, has taken up the role of an agricultural benefactor. The means he has adopted to prosecute his benefactions is a method of bacteriological cultivation of barren land, which is said to be an improvement upon that which has been employed for some years in the United States.

The Transandine Railway between Valparaiso and Buenos Aires will be open for the summer season from November 15 to May 1. It requires three days to make the trip and the cost is about \$60 United States gold.

BRITISH RULE IN INDIA.

An English paper reproduces from "The Chinese National Reader," used in the elementary schools of the Empire, the following description of British rule in India. The excerpt is not calculated to make the average Briton overenthusiastic for the further Westernization of the Chinese:

"The English knew that the Indians were ignorant of combined patriotism, and, moreover, devised plans to keep them divided, so as to hold the various principalities in subjection. They caused the Indians to fight and slay each other, and, as opportunities served, annexed some of the country. They also raised armies of Indians and eradicated (literally, 'dug up with a hoe') those who did not submit, till by degrees they pacified the whole of India. After a rebellion about the middle of the nineteenth century, the Queen of England in due course assumed the style of Empress of India. The British Government in India drills the natives as officers and soldiers, but employs Englishmen as Generals. It permits the employment of natives as subordinates, but with Englishmen to oversee them, and no Indian is ever granted any civil or military post that carries influence. According to ancient Indian custom the walls of houses were usually hung with swords, but the English, fearing rebellion or resistance, have seized and destroyed these weapons. Whoever conceals swords or firearms is liable to the penalty of death. The taxes are also very numerous and heavy. The classes who live by manual labor have to give half their annual income to pay their rent and taxes, thus spending their lives in a state of constant oppression. Thus the people of the whole of India are compelled to bow their heads and humiliate their hearts in submission to their fate.

"The English who live in India do not condescend to speak to the natives. When renowned Princes of the various states come to pay their respects at the court of an English official (the Chinese word for official here employed implies that he is a person of small importance) they bend their bodies low, and with bowing head perform the most respectful obeisances, to which the English official simply replies with a nod. When the ceremony is over, the English official presents each of the feudatory Princes with some silver money or candied fruits, and the feudatory Princes lay their hands on their foreheads to express their gratitude as if they were the fortunate recipients of an infinite obligation. Alas! is it not terrible to think that the misery of a ruined nation can sink to this?"

The following advertisement is clipped from a Baltimore newspaper of recent date: "W. H. Logue, Jr., 931 North Broadway, having been assigned to jury duty in the Criminal Court, earnestly requests the patronage of his friends and acquaintances."—Law Notes.

Chile, which has the reputation of being the most progressive of the Spanish-speaking countries, has over 3,000 miles of railroad and 11,000 miles of telegraph.

News from Abroad.

Ten persons were killed at Teheran, Persia, recently in a panic at a procession celebrating a Mohammedan festival.

Mohammed Ali Mirza, Shah of Persia, narrowly escaped death at the hands of an assassin at Teheran on February 28.

The woman's enfranchisement bill passed its first reading in the British House of Commons on February 28 by a vote of 271 to 92.

It is stated that Sir Henry Campbell-Bannerman, England's Premier, may be compelled to resign on account of ill health.

Ensign Ullmo, of the French Navy, convicted by court-martial of attempting to sell to Germany secrets of national defense, has been sentenced to life imprisonment in a fortress.

The German Imperial Treasury Department is considering the establishment of a Government petroleum monopoly, taking over the business in Germany of the Standard Oil Company.

The Belgian Government may resign as the result of its opposition to the demands of King Leopold in connection with troubled affairs relating to the annexation of the Congo Independent State.

There has just been built at the works of the Fore River Shipbuilding Company in Quincy a pair of 144-inch diameter turbine engines of 24,000 horse-power each for the Japanese Government. These engines are to be installed in the armored cruiser Ibuki, which is being built at the navy yard in Kure.

The arrangements for the pageant in Vienna this spring that was to be a feature of the celebrations in honor of the diamond jubilee of Emperor Francis Joseph, of Austria—he has been sixty years on the throne—have been officially canceled. The reason is that the physicians of his majesty do not believe he is strong enough to participate in the festivities.

The Russian military court, before which General Stoessel was tried for surrendering Port Arthur to the Japanese, brought in a verdict on February 20. General Stoessel was condemned to death, with a recommendation that the sentence be commuted to ten years' imprisonment and dismissal from the Army. General Fock was reprimanded, and Generals Smirnov and Reiss were acquitted.

It is reported that Russia has received definite assurances that the Turkish military preparations in Northwestern Turkey in the vicinity of the Russian border are not directed against Russia, but were made necessary by the threatening internal situation in this nation, which includes Armenia and Kurdistan. Assurance has been conveyed also that the Sultan has no wish to quarrel with Russia.

Representatives of the Russian Admiralty have submitted to the commission on national defense of the Douma the financial outline of the much-discussed naval programme. The programme is to be completed in 1917. The expenditures involved amount to over \$1,000,000,000, and increase yearly from the \$43,500,000 already included in the budget of 1908 for the laying down of four new battleships to a maximum of \$125,000,000 in the year 1914. The expenditure then decreases to \$85,000,000 in 1918 and the subsequent expenditures are to be maintained at this figure.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienkrantz & Sons, Aptos, Santa Cruz County, Calif.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on this Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophie-str., where important news is awaiting him.

Pacific Coast Marine.

Representative Kahn has introduced a bill to give the night inspectors of Customs an increase of \$1 a day in salary.

The bark Geertruida, quoted at 55 per cent for reinsurance on the overdue list, was recently raised to 60 per cent. The Geertruida is bound to Mejillones from Port Talbot and has been 159 days out.

A Senate committee on February 28 ordered a favorable report on the Lodge bill to remove the coastwise shipping restrictions from the Philippine trade between the Islands and the ports of the United States.

To avoid the penalty which it is intended to inflict upon those in charge of vessels emptying oil in San Francisco harbor, Captain Jamieson on February 28 took the steamer St. Helens out to sea and discharged the oil from her tanks into the ocean.

Senator Flint's resolution providing for establishing harbor lines at San Pedro (Cal.) harbor passed the Senate on February 27 and Representative McLachlan, who is on the Rivers and Harbors Committee, says it will meet no opposition in the House.

Mail advices from Osaka report that at the annual meeting of the Osaka Shosen Kaisha line President Nakabashi reported arrangements practically completed for the transpacific line to Puget Sound in connection with the Chicago, Milwaukee and St. Paul Railroad.

The Marine Department of British Columbia has decided upon plans for the new fishery protection cruiser for the Coast. She will be a two-masted steamer, with two funnels, twin-screw, with a speed of nineteen knots, 250 feet long, 32 feet beam and carry two quick-firing guns.

Definite steps have been taken for the installation of a wireless telegraph service between Aberdeen, Wash., and Westport, a small town at the entrance to Gray's Harbor. Sites have been secured at each place, and work has been begun on the installation of the station at the first-named place.

Representative Kahn has arranged for a hearing before the Committee on Merchant Marine and Fisheries on March 19 of the application of the California owners of the Andromeda, for which American registry is requested. Every shipbuilder on the Coast has recommended the bill to give such registry.

The American bark Nuuanu, Captain Josselyn, the first of this year's Cape Horn sugar fleet, sailed from Honolulu, T. H., on February 15 for New York direct. She carried 1,676 tons of sugar from Hutchinson plantation. This is the first sugar from that plantation to go to the Atlantic seaboard for several years.

Captain William E. Filmer, master of the Japanese steamer America Maru and commodore of the Toyo Kisen Kaisha fleet, has received signal honor at the hands of the Emperor, he having been presented during his last voyage to Japan with the Sixth Order of the Rising Sun; also a war medal for distinguished service during the Russo-Japanese War.

The Local Inspectors of Steamvessels, at San Francisco, on February 24, suspended the license of Captain D. W. Thomsen of the tug Liberty for sixty days, finding that he had shown both negligence and unskillfulness on the occasion of December 26 when he allowed the ship Shenandoah, which was in tow of the Liberty, to strike bottom in the entrance to the harbor.

The Chargeurs Reunis, the French steamship company which engages in a round-the-world service, is making arrangements to establish transpacific service, in which the company's steamships Caravellas and Canarias will be used, running between Japan ports and San Francisco, by way of Honolulu, with sailings every forty-five days. The new service will be commenced in May.

Several vessels have changed hands during the last few days. The brig Harry G. has been sold to J. A. Mathieson of Anacortes. The bark W. B. Flint, which has been lying in the Oakland Creek for some time, has been purchased by F. W. van Sicklen. The steamer Sunol, which runs from the Jackson-street wharf, San Francisco, to Oakland and East Oakland, has been sold by Piper, Aden, Goodall & Co. to W. P. Fuller.

Captain Wick of the American schooner Eric has reported to the Hydrographic Office at Port Townsend, Wash., that in latitude 133 deg. 20 min. west, he passed through large quantities of freshly sawed lumber for a distance of about thirty miles. The Eric came from Manila, reaching Port Townsend on February 25. The lumber was passed between San Francisco and Cape Flattery and about 500 miles off the Coast.

Survivors of the sealing schooner Ella G., lost at the Santa Barbara Island, have returned to Victoria, B. C. They had a very narrow escape when the schooner drove ashore, breaking up soon afterward. The schooner had forty-two sealskins. The shipwrecked sealers dug with picks and shovels for two days, and although canned goods, clothing, etc., from the schooner were recovered from a depth of five feet in the sand no trace was found of the sealskins.

The German ship Louise, which is discharging at San Francisco after a long passage from Bremerhaven, will in future operate in the ore-carrying trade between the Sulzer mines of Prince of Wales Island and Tacoma, Wash., bringing copper ore to the local smelters. Some time ago the old ship was purchased by Griffiths & Co. and she will hereafter be known as the Charger. Like the ship America, she will be partially dismantled and will ply up and down in tow.

There are three sailing vessels from the Hawaiian Islands on the way to the Atlantic seaboard around Cape Horn with sugar, and a good deal of interest is manifested in which will win the race over the 15,000 miles of this course. The bark Nuuanu sailed February 15, the ship Fort George February 18, and the ship Erskine M. Phelps February 19. The Nuuanu and the Fort George sailed from Honolulu for New York and the Phelps from Kahului to Delaware Breakwater.

Growing out of the sinking of the Pacific Mail liner Acapulco at her dock in San Francisco several months ago, on account of alleged carelessness in stowing cargo, a number of admiralty suits were filed in the United States District Court at San Francisco on February 27 by various shippers libeling the company for damage to goods and for return of freight money. The libelants and the amounts sued for are as follows: P. J. Knudsen Company \$1,610; Pacific Bone, Coal and Fertilizing Company, \$1,100; Man Hop Yuen Kee & Co., \$1,300; California Tallow Works, \$2,106; Port Costa Milling Company, \$3,302.83; W. R. Grace & Co., \$3,320.

News has been received of a highly successful trial of the new turbine, triple-screw steamer Tenyo Maru, built in Japan for the Toyo Kisen Kaisha. According to the particulars to hand the Tenyo Maru, on her trial, attained a speed of twenty-one knots, and during an endurance run averaged twenty and six-tenths knots per hour. As far as it was possible to ascertain, the trial was one of about half a dozen which the Japanese liner will have to undergo before she is finally scheduled to run between the Orient and San Francisco. It is understood that the successful showing made by the Tenyo Maru was at the builders' trial, but in any case the results were highly satisfactory to the company.

The House Committee on Interstate and Foreign Commerce on February 21 instructed Representative Lovering, of Massachusetts, to draft and introduce a bill to increase the pay of Life-Saving crews. Lovering's bill will increase the pay of superintendents of life-saving districts \$200 a year, increase station-keepers to \$1,000 a year, number one surfmen, increase of \$5 a month and ration allowance of 30 cents a day; ordinary surfmen, the same allowance for rations. Life-Saving-Service employees, other than superintendents injured in the service, disabled by ill health, are to be carried on the pay rolls for from two to four years, as after retirement, in cases of death this benefit to go to their dependents.

A short year and a lean year is what the packers of salmon on Puget Sound are facing. The year following 1909, according to salmon statistics, will see enormous schools of sockeyes in the Sound, for fish run in schools every four years. "We will operate one of our three canneries on the Sound at half capacity this year," said General Manager Deming of the Pacific-American Fisheries Company recently. "The Alaska Packers' Association, I am told, will operate one of its three Sound canneries. A year before a big run is always very slim, and all our arrangements for help, cans and general supplies will be on this basis." The Northwestern Fisheries Company, the big Alaska concern, is preparing for an average pack in Alaskan waters.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

Frank A. Duryea, for several years past an assistant United States attorney in San Francisco, has opened law offices at No. 10 Third street, near Market, and will give special attention to practice in the United States Courts. He is also managing at the same place a school for the instruction in civil government of applicants for naturalization.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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SUPERIOR, Wis., 1721 North Third St.
ASHLAND, Wis., 515 East Second St.
BAY CITY, Mich., 108 Third St.
FT. WILLIAM, Ont., Canada, Box 235.
KINGSTON, Ont., Canada (Box 96), King St.

Sub-Agencies.

MANITOWOC, Wis., 725 Quay St.
ERIE, Pa., 107 East Third St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, Ohio, 1185 River Ave., N. W.
CHICAGO, Ill., 38 W. Randolph St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

MARINE COOKS' AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 823 R.

Branches:

DETROIT, Mich., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, O., 74 Bridge St.
CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 22 Fifth Ave. Tel. Main 3637.
MILWAUKEE, Wis., 417 Florida St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

**COAST SEAMEN'S
JOURNAL**
PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 4, 1908.

THE SIXTH OF MARCH.

Another revolution in the orbit of this old planet brings us within hailing distance of the Sixth of March—the ever-memorable and glorious Sixth. A combination of circumstances over which the JOURNAL has had no control has placed upon this paper the exclusive responsibility for the honors of the occasion, a responsibility which the JOURNAL fully appreciates and which it has endeavored to discharge with credit to itself and profit to its readers.

The birthday of the Sailors' Union has usually—in fact, almost universally—been celebrated with appropriate ceremonies. The parade, the mass-meeting, the music and the speeches which have characterized the occasion in the past have long been a familiar feature of life in San Francisco and other Coast ports—more so, it may safely be said, than the celebrations attendant upon other and, in a general sense, more important events. On the coming Sixth of March these festivities will be omitted. The condition of the streets of San Francisco makes it impracticable to parade at night; the condition of the weather makes it equally impracticable to celebrate outdoors, and the condition of shipping, which has thrown a large number of men "on the beach," makes it impossible to hold a meeting in the Union hall, or even in a hall of twice the latter's capacity. Accordingly the Union's twenty-third birthday will be honored in the breach rather than the observance. Members of the Union and their friends of an inquisitive turn will this year inquire why the Union doesn't celebrate, rather than why it does celebrate.

The omission of all outward show upon the occasion will make no difference in the minds of the thoughtful members in the seamen's unions throughout the country; who, as it happens, constitute an ever-increasing majority of the whole. To such of our comrades the Sixth of March is a day of reflection, a day upon which we take reckoning of our course during the preceding year, in order the better to lay the course for the future. So regarded, the coming Sixth is rich in material for profitable study. The year just

passed has been productive of events which, although not startling, are none the less significant. The principal event of the year, the financial panic, with its attendant industrial depression, has affected the seamen as severely as in the case of any other craft, and, in the monetary sense, probably more so. Fortunately, the Sailors' Union is in a financial condition that enables it to withstand a squeeze of the kind without serious danger to its stability. Without attempting to ignore or minimize the hardship imposed upon the members by enforced idleness, it may be said that the Union itself is comparatively fortunate in the position it now occupies.

While it must be admitted that no material progress has been made during the past year, comparatively speaking the record is one that may be regarded with fair satisfaction. The relations between the Union and the shipowners continue to be friendly, with good prospects of remaining so. Perhaps the most gratifying feature of the year is contained in the evidence, more or less plain, of a better feeling between seamen and shipowners, a feeling of confidence in the judgment and good faith of each other. On the whole, the JOURNAL is disposed to take a firmer hold upon the optimistic conception of the proper relations between seamen and shipowners, as the two chief factors in maritime affairs, whose interests are to a large extent mutual, and whose objects can best be attained by harmonious co-operation.

In welcoming the advent of another year in the Union's life, the JOURNAL extends heartiest greetings to the seamen of the world and to their friends in all walks. May the "Brotherhood of the Sea" grow in numbers and strength, and may the ship of the Union find ever less wind in her jib and more in her spanker!

FALSE HIGH-LICENSE GROUND.

The so-called "temperance wave" which is sweeping over the United States has struck San Francisco in the form of a proposition to increase the saloon license from \$500 to \$1000 per year. It is not the present purpose of the JOURNAL to discuss the "liquor question," but merely to point out the inconsistency, and in fact immorality, of the reasoning upon which the high-license proposition now before the Board of Supervisors of San Francisco is based. Briefly stated, the grounds upon which the proposed license is based are, first, that the increased tax would result in closing a number of saloons; secondly, that the city needs the money. Of course, the inconsistency of this reasoning is too palpable to be overlooked. To the extent that the proposed high license reduces the number of saloons, it will reduce the revenue to be derived from that source. It is quite possible that the number of saloons might be reduced to such a point as to result in an actual lessening of the revenue obtainable under the present lower rate. This phase of the matter is immaterial as compared with the other ground, i. e., that the city should raise the money needed for public works by a tax upon the saloons. To adopt this reasoning would be to place the city in a position of dependence upon the saloons, and therefore to estop it from taking such measures as may be necessary or desirable to protect the public from the recognized evils that accompany the liquor traffic.

The JOURNAL is neither temperance, teetotal nor "prohib." although if challenged or required to declare itself upon the liquor ques-

tion generally it will do so in no unmistakable terms. As already stated, we are concerned for the present merely with the question of taxing the saloons as a means of raising public revenues. That question, we insist, involves an element of immorality that is repugnant to our sense of decency. The saloon license should be based upon the principle of "tariff for protection," rather than of "tariff for revenue." To adopt the latter principle is to place the saloon in the position of a public benefactor, or at least of a public necessity. We deny that the saloon is either of these things, and we are opposed to giving it any pretense of claim to consideration as such. If the saloon license must be increased, let the thing be done in the proper spirit and upon the proper grounds, as a necessity to the proper regulation of the saloon business, not as a necessity to the financial resources of the city—as a means of restricting the liquor traffic within certain bounds, not as a means of extending it by placing it in a position of power proportioned to the city's dependence upon it.

Whereas, Many American vessels are manned by Chinese crews; and

Whereas, This custom is a violation of the Chinese Exclusion Act, the highest court of the land having declared that an American ship is American soil; therefore be it

Resolved, That the employment of Chinese on board American vessels is a menace to life and property at sea, and injurious from the point of view of National defense;

Resolved, That the American seaman is entitled to protection against Oriental labor equally with all classes of American labor; accordingly, we declare that the Chinese Exclusion Act should be construed and enforced so as to prohibit the employment of Chinese in any capacity on American ships;

Resolved, That the accompanying correspondence and Department rulings be made part of the records of this convention.

These resolutions were adopted by the recent Exclusion convention, held in Seattle, Wash., and voice the sentiment of the American people upon the question of Asiatic crews in American ships. Some day the voice of the people will make itself heard in the national halls of legislation, and when that day comes the anomaly of Asiatic seamen under the Stars and Stripes will receive its quietus.

The Seattle (Wash.) Chamber of Commerce has memorialized President Roosevelt and Secretary of State Root to the effect that it is in favor of Asiatic immigration. This seems like a wanton waste of time and money. Everybody knows that the Seattle merchants, like their fellows in other localities, are in favor of anything and everything that promises to "facilitate commerce." Why insult President Roosevelt by assuming ignorance upon his part concerning the well-known attitude of the commercialists? Why intimate, and that to the President's own face, that that gentleman doesn't know all about this, as about every other question?

Don't do any retail shopping on Sundays or holidays. Give the Retail Clerks a chance to lay off one day in seven.

For fair products of all kinds consult the JOURNAL's ad columns.

The union label hasn't yet been enjoined. Shout for it late and early.

Demand the union label on all products.

SENTIMENT OF THE SEA.

(Continued from Page 1.)

the world was first to demonstrate his ability to spurn the native element and still survive. All honor to the first seaman and his dugout! Embalm them, man and boat, alongside those "marvels of marine architecture" of which succeeding generations have boasted, as worthy of first place in our admiration and esteem!

So far as recorded history tells, the first seamen of the world hailed from Phoenicia. Thence, from the seat of civilization, in the eleventh and twelfth centuries before Christ, the ships of Tyre and Sidon put out. These craft, which, we are told, were the wonder and admiration of the Greeks, allied Hiram and Solomon. By the sole aid of the North Star (the Phoenician Star, as it was called by the Greeks) they circumnavigated Africa, colonized the Spanish coast, settled the southern shores of England, where they discovered tin, and covered the seas in all directions, even to the coast of Atlantis, according to Plato.

These ancient seamen made Phoenicia the original "mistress of the seas," the leading commercial and maritime nation of the period. When envious neighbors cast eyes upon the accumulations of wealth the seamen who had won it built ships and defended it. It is said that the Phoenicians invented the alphabet, for which service they have been highly extolled by the historians of all ages. Important as was the improvement thus wrought in the method of written communication, its influence upon the affairs of the period was probably less far-reaching, and certainly less immediate, than that enacted by the maritime enterprise of those early progenitors of the seafaring craft.

Carthage, the chief colony of the Phoenicians, was founded by seamen in the middle of the ninth century, B. C., and became the greatest city of antiquity. The Carthaginians, under Hamilcar, were defeated in the naval battle of Himera, about 480 B. C. This battle is described as one of the most important in ancient history. It was the culmination of an expedition undertaken in conjunction with that of the Persians against the Greeks of Attica, which latter ended in the defeat of the Persians, under Xerxes, in the battle of Salamis, the most famous, if not the first, great naval encounter of which there is any record. Themistocles, the Athenian ruler and commander of the Greeks, with three hundred and fifty ships, destroyed the Persian fleet of over a thousand sail. The defeat of Hamilcar at Himera and of Xerxes at Salamis decided the question whether Semitic or Aryan nations should hold the empire of the West.

One hundred and twenty-five years later, in 356 B. C., the greatest soldier of all time was born. In thirteen years Alexander the Great conquered the world. Like many another great soldier, Alexander owed no little part of his success to the maritime arm of his service; unlike certain other generals, he did not lack efficient aid in this respect. Indeed, the all-conquering career of the famous Macedonian has been epigrammatically described as the result of a combination of good seamanship on the part of his own generals and bad seamanship on the part of his opponents.

The part played by the seamen in the Middle Ages left an impress which is evident to this day, and which has largely determined the character of all modern society. The Norsemen gained a foothold in England in the ninth century, and have remained there ever since. The Norman Conquest, in the eleventh century, established both the character and the language of the British people.

In the following years the control of the sea, and with it the control of commerce, rapidly passed from the Mediterranean to the peoples of western and northern Europe. The world was now about to experience the period of most rapid development, a condition brought about very largely, if not entirely, as the result of maritime exploit. In the thirteenth and fourteenth centuries the commerce of the world was controlled by the seamen and merchants of the Hanse towns. The famous Hanseatic League, formed to protect the German seamen against the depredations of pirates, became the most powerful commercial agency of its time, so powerful, indeed, that it gave law to the whole of Northern Europe.

In the first part of the fifteenth century there occurred an event of incalculable and almost instantaneous effect. This was nothing less than the discovery of the compass by Prince Henry of Portugal, otherwise styled "the Navigator." Whatever room may exist for doubt concerning the legitimacy of his claim as the discoverer of the compass, history seems clear upon the point that Prince Henry was the first deep-sea navigator. The adoption of means whereby the seaman might venture upon unknown waters was followed in rapid succession by a series of maritime enterprises the result of which was to open up a new world and to greatly lessen the distance and dangers involved in communication between the ports of the old world. The most familiar and potential of these exploits was that of Columbus, in the discovery of the Western Continent.

A few years later, in 1497, the famous Portuguese navigator, Vasco da Gama, discovered the Cape of Good Hope, and by so doing changed

the current of commerce with the East, so that it flowed into the ports of Spain and Portugal, instead of into Venice. Among the immediate results of the new impetus given to navigation by Prince Henry was the discovery by Magellan in 1520, of the straits that bear the latter's name, and the first circumnavigation of the globe.

Perhaps the most inspiring, if not the most important, of all maritime enterprise is that of the period described as the Elizabethan era. The sixteenth century is quite commonly referred to in English history as the "golden age of literature." No less distinguished, and certainly no less important in shaping the future of the nation than the services of Shakespeare and his contemporaries, are the services of Drake, Hawkins, Howard and their crews who in vessels but little better than so many billy-boys, scoured every sea and put to rout the proudest galleons of Spain.

Drake, as we know, was the first Englishman to circumnavigate the globe, passing through the Straits of Magellan in 1578, less than sixty years after their discovery by the famous Portuguese navigator. In a local sense the name of Drake will always be closely associated with the history of California by reason of his having touched land in the vicinity of San Francisco Bay. Drake's fame, however, rests mainly upon his two great encounters with the Spaniards, first in Cadiz, in 1587, where he destroyed 10,000 tons of shipping which was being fitted out for an assault upon the English coast, and by the destruction of the "Invincible Armada," in the following year. By these successes Drake and his fellow-seamen saved England from invasion.

In little more than two hundred years later England was again confronted by the danger of conquest, and again the supreme duty of preserving the nation devolved upon the nation's seamen. Nelson's immortal signal at the opening of the battle of Trafalgar, "England expects every man to do his duty," voiced at once a plea and an assurance on the part of the nation. England expected her seamen to do their duty because she knew that they would do it, as they always had done it.

Did time and space permit, this cursory glance at the maritime history of the world might profitably be extended to include some of the features of American maritime history, the details of which constitute a record as important, as impressive and as significant of the element of national greatness that inheres in command of the sea as may be found in the history of any nation. In all the wars in which this country has engaged, beginning with that of the Revolutionary period, including the War of 1812, the Civil War and that between the United States and Spain, the American seaman has added prestige to the national arms and luster to the national fame. At this very moment the eyes of the American people and of the whole world are fixed upon the fleet that bears the Stars and Stripes upon a cruise which is destined to occupy a high place in the annals of naval history.

"Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee—are all with thee!"

It is well to turn from the prosaic details of history in the making to gaze for a moment upon the history that is made and indelibly impressed upon the pages of time. By so doing we gain a better understanding of our position in the world, of the place that is ours by right in the esteem of mankind. Whether or not that esteem be forthcoming, whether or not the seaman be accorded his dues as an important factor in the life of society, is not so important as is the need of a proper pride—craft pride—on the part of the seaman himself. The seaman who is resigned to the fate of a "rope-hauler," entertaining no thought of the splendid traditions of his craft and having no desire to honor, and if possible enhance, these traditions, has no reason to complain if his associates in other crafts and the public at large take him at his own valuation.

History, sentiment and tradition are potent elements of human progress, or merely so much "good reading," with which to beguile the tedium of an idle hour, according as they are regarded seriously, or otherwise. One thing is pretty clearly evidenced by the progress of the Sailors' Union during these twenty-three years, namely, that that organization has been inspired by a high conception of the seaman's rightful place in the social and industrial scheme, and by an equally high resolve to attain that place by dint of every honorable effort. Success in this effort will be slow or speedy in proportion as the sentiment of social importance, if we may so express it, is confined to a comparatively few men, or generally prevalent among the craft.

When the seamen of the world realize the importance of their craft as a factor in the world's affairs, they will be in a fair way to secure recognition of their just claims. Until then these claims will go unheeded, if not actually scouted, as so much arbitrary demand based upon greed and presumption.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Feb. 19, 1908.

Shipping improving; prospects a little better.

DANIEL SULLIVAN, Secretary.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, March 2, 1908.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping dull. It was decided to establish an agency at Vancouver, B. C., at an early date. The Shipwreck Benefit was ordered paid to a member wrecked in the bark Emily Reed.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, Feb. 24, 1908.

Shipping very dull; prospects poor.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, Feb. 24, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Feb. 23, 1908.

Shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Feb. 24, 1908.

Situation improving.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Feb. 24, 1908.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 23, 1908.

Shipping medium; prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Feb. 24, 1908.

Shipping dull; prospects poor.

H. OHLSSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Feb. 17, 1908.

Shipping quiet.

ED. JOHNSON, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 27, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Feb. 20, 1908.

Shipping quiet, plenty of men ashore. The meeting empowered the agent pro tem. to sign the joint agreement comprising Sailors, Marine Firemen and Marine Cooks and Stewards, with the Puget Sound Steamship Association for one year.

JOHN MEADE, Agent pro tem.

San Pedro Agency, Feb. 20, 1908.

Shipping very poor; some few men ashore.

CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Feb. 28, 1908.

Regular weekly meeting came to order at 7:30 p. m. Fred Swanson was elected chairman. Secretary reported everything quiet. Committee on wage scale reported progress.

Ed. Rosenberg, Secretary of the United Fishermen of the Pacific, reports that the "Fishwheel-Owners" introduced a bill in the Oregon Legislature, January 27, 1908, to propose by initiative petition a law that will provide for prohibition of fishing on the Lower Columbia River from a line drawn from Smith Point to Point Allis, and to further prohibit all-night fishing in navigable waters on the Columbia River.

All fishermen in port are requested to attend meetings regularly, as matters of the greatest importance will come up for discussion and action.

I. N. HYLEN, Secretary.

93 Steuart St.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Feb. 24, 1908.

General situation unchanged.

V. A. OLANDER, Secretary pro tem.

DIED

Karl Axelsson, No. 1487, a native of Sweden, aged 21, died at San Francisco, Cal., on March 1, 1908.

Andrew Griberg, No. 13, a native of Finland, aged 51, died at Honolulu, H. T., on Feb. 11, 1908.

Charles Woodroof, No. 595, a native of California, aged 38, died at San Francisco, Cal., on Feb. 29, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

RULES FOR DETROIT RIVER.

New rules for navigating the lower Detroit River will have to be adopted for next season, as the up and down-bound boats will have to use the same channel at the Limekiln Crossing. Great care will have to be exercised at this point, and it is not likely that boats will be allowed to pass each other in the narrow channel.

Regarding the channel at the Limekiln Crossing President Livingstone, of the Lake Carriers' Association, in his annual report, said: "During the past year about 150 feet more of the channel was completed, giving about 450 feet for navigation during 1908. As it will take the contractors the whole of the season of 1908 to complete the easterly 150 feet remaining, thus closing the easterly or upbound channel in use during the season of 1907, the channel available for navigation purposes during the season of 1908 will have to be used by both up and down vessels and will therefore require the utmost care and vigilance on the part of masters and pilots to avoid accidents and collisions.

"Owing to these facts it will be an absolute necessity to have a patrol boat again stationed at this point with full power to control and direct traffic and enforce such rules and regulations as may be formulated and approved of for this purpose. It would seem as if our masters should not only be willing, but anxious, to co-operate in every way possible to minimize to the least possible extent the dangers of navigation at this point, but if there are any who do not do so and wilfully violate the rules and regulations, they should be summarily dealt with, as it is of the most vital importance that every precaution should be taken to prevent the possibility of an accident or accidents that might cause collision or sinking, and thereby tie up the whole tonnage bound to and from Lake Erie until such time as the obstruction is removed."

The Lake Carriers will take the matter up with the Government officials before the opening of navigation.

NEW LIGHTHOUSE PLANNED.

Under direction of Major W. V. Judson, United States district engineer, plans for a lighthouse of structural steel and concrete for White Shoal, at the northern end of Lake Michigan, have been prepared by Assistant Engineer E. R. Woodruff, of Milwaukee. Its outer walls will be of glazed white brick, while the frame will be of steel.

The tower design to be used was suggested by the ancient tower of Cordouan, located near the entrance of the Gironde River, in France. On the first floor of the tower will be installed a fog-signal plant, which will consist of two twenty-four-horsepower oil engines.

The White Shoal light will be without exception the finest and most costly on the Great Lakes. Congress has appropriated \$250,000 for the project.

A new 200-foot passenger and freight boat, specially designed for the Detroit River service, will be built by the White Star line.

MORE APPOINTMENTS.

The following appointments of masters and engineers are announced of the fleet of vessels operated by Boland & Cornelius, Buffalo:

Steamer.	Captain.
Jacob T. Kopp.....	M. S. Peterson
John J. Boland.....	John O'Hagan
Adam E. Cornelius.....	Walter M. Brooks
Kensington.....	M. Christy
Yale.....	John Montgomery
Niagara.....	A. Forrest
Winnipeg.....	(—)
Pridgeon.....	Hugh O'Hagan
Steamer.	Engineer.
Jacob T. Kopp.....	George Haig
John J. Boland.....	John Darcy
Adam E. Cornelius.....	Daniel Darcy
Kensington.....	Simon Mallen
Yale.....	Charles W. Holtz
Niagara.....	Norman Annes
Winnipeg.....	Joseph Hammet
Pridgeon.....	(—)

Captain Charles L. Hutchison has announced the following appointments of masters and engineers for next season:

Steamer J. J. Sullivan, Captain William P. Benham, Engineer George Blauvelt; steamer D. R. Hanna, Captain S. B. Massey, Engineer W. J. Swain; steamer Joseph G. Butler, Jr., Captain James Murphy, Engineer W. G. Thorne; steamer John Stanton, Captain Charles A. Heaton, Engineer Anton Rud; steamer William A. Paine, Captain Emil Detlefs, Engineer John Clark; steamer John A. McGean, Captain Charles A. Benham, Engineer P. F. Lyons; steamer Martin Mullen, Captain U. S. Cody, Engineer George Oldman; steamer J. T. Hutchison, Captain J. A. Logan, Engineer P. Wilson; barge Abyssinia, Captain T. K. Woodward.

TO MEET VESSELOWNERS.

The following-named delegates, having received the highest number of votes, are declared elected as delegates to meet the vesselowners, to make wage agreements for the season of 1908, for the Lake Seamen's Union:

George Hansen, Buffalo, N. Y.; Wm. Shaw, Cleveland, Ohio; V. A. Olander, Chicago, Ill.; Gus Pedersen, Toledo, Ohio; Fred Huehns, Milwaukee, Wis.; W. H. Jenkins, Conneaut, Ohio; D. C. Hansen, Chicago, Ill.; Thomas Lester, Tonawanda, N. Y.; Thomas J. McCoy, Ashtabula, Ohio; Wm. Roberts, Chicago, Ill.

The delegation will, of course, be headed by the General Secretary. Valentine Duster is next in line in case of a vacancy in the delegation. Respectfully,

W. H. JENKINS.

Conneaut, O.

At such of the United States Life-Saving stations as have been equipped with gasoline launches or other types of power boats great satisfaction has been expressed by the crews as to the utility of such equipment. Gasoline engines are now made which are thoroughly reliable and instantly operative, two points of excellence that are of the first importance to Life-Saving equipment.

ORDER FOR NEW BOAT.

The Michigan Alkali Company, of Detroit, has placed an order with the Great Lakes Engineering Works for a steamer, which will be the largest boat of the class on the Lakes. The new ship, which will be completed in July, will be 286 feet keel, 45 feet beam and 24 feet deep.

She will have triple expansion engines with cylinders eighteen, twenty-eight and forty-eight inches with forty-inch stroke. Two Scotch boilers 11½ feet in diameter and 11½ feet long, which will be allowed 180 pounds pressure, will furnish the steam.

She will have a double longitudinal hopper. The full length of the cargo hold, under which will be a steel belt conveyor, delivering at the forward end onto a central machine conveyor. This conveyor will carry the material to above the spar deck delivering onto another conveyor carried on a boom about eighty feet long, which can be raised or lowered and swung to any angle with the ship.

It is estimated that the cargo can be handled at the rate of 750 tons per hour. The boat is designed to carry about 3,200 tons on fifteen feet.

The boat, which will be operated between Detroit and Alpena, is designed to make a round trip, including loading and unloading, every forty-eight hours, making a liberal allowance for delay. The steamer will cost about \$230,000.

COOKS AND STEWARDS.

The Marine Cooks' and Stewards' Union of the Great Lakes has elected a new General Secretary and a new Agent at Ashtabula. The results of the election held on February 3 have just been obtained, as follows: Jno. M. Secord, General Secretary, Buffalo; E. E. Turner, Treasurer, Buffalo; David E. Stevenson, Agent, Ashtabula, O.; Christian Johnson, Agent, Cleveland, O.; Samuel R. Little, Agent, Chicago, Ill.; John Egan, Agent, Milwaukee, Wis.

All the gentlemen named, except Comrades Secord and Stevenson, held their offices last year and were re-elected without much opposition. Respectfully,

Conneaut, O. W. H. JENKINS.

The 7,500-ton steamer launching for Captain Charles L. Hutchinson, will be named for John A. McGean, who is very well known in the Lake trade. The new boat was launched at the Lorain yard of the American Shipbuilding Company on February 22. Captain Charles A. Benham will bring the McGean out. Captain Benham sailed the steamer Martin Mullen of the Hutchinson fleet last season.

The steamer Linden, which was sunk in the St. Clair River nearly three years ago, and which was raised and recently brought to Port Huron, has been entirely rebuilt. New cabins have been constructed, new machinery installed and the boat will be ready to go in commission with the opening of navigation. She is owned by the Mills Transportation Company, and a Port Huron master will be in charge of her.

LOCAL LAKE NOTES.

The Rose county Local-Option bill has been adopted by the Ohio Senate, and is a great victory for the Anti-Saloon League. It gives each county in the State of Ohio the right to say by ballot whether or not liquor shall be sold in that county. There are in Ashtabula county the ports of Conneaut and Ashtabula, in each of which there is a society known as the Finnish Temperance Society. They control the Finn vote almost entirely. Jefferson, the county seat, is already dry, and it is safe to predict that the whole county will go dry now, closing the saloons in Conneaut and Ashtabula.

The Ohio Legislature also adopted the Initiative and Referendum bill.

The situation in Cleveland is about as it was last week. Many of our members are out of work. We are told that the winter work on the Steel Trust boats will begin about March 1, but it is not likely that navigation will open before May 1, if even then. The man-made panic, the shortage of money and inability to find work have made this a hard winter for us all, and the last month or so has been winter all right.

The shipyards are busy, and the panic appears not to have reached them. This month (February) will see the launching of six new vessels, five coarse freighters and one passenger steamer. The freighters J. H. Brown, Nonnanian and M. A. Bradley have already been launched this month, and the Jno. A. McGean, building for Hutchison, was launched on February 22, as was the passenger steamer building for the Lake Erie Excursion Company. The new freighter Upson was launched on February 29.

W. H. JENKINS.

Conneaut, O.

MARINE ITEMS.

According to the official reports the world's shipping tonnage in 1907 increased 2,778,100, and of this amount Great Britain built 57 per cent. The new tonnage in 1906 was 2,615,000.

The Polynesia, formerly a steel barge in the Corrigan fleet, is beginning to take on the appearance of a steamboat, and before another month passes by she will in all probability be a full-fledged steamer. The big vessel recently came out of drydock, all ready to receive her machinery, and the work of installing the boiler and machinery has begun under the supervision of Captain J. W. Brion, fleet manager of the company. Meanwhile, the other barge, the Amazon, which is to be transformed into a steamer, has been put into drydock and is now being made ready to receive her boilers and machinery.

The engineers have recommended the new St. Clair River channel, and one of the worst danger spot on the Lakes is almost certain of elimination. The new channel as planned will pass on the Michigan side of Russell's Island and across the head of Harsen's Island to join again the south channel, thus doing away with the turn above Russell's Island, on which five collisions have occurred since last September. The advisability of the improvement is emphasized when one stops to consider that it

will cost but \$75,000, while the joint bill for repairing the steamers Reis and Smith, which collided in the passage in November, will alone amount beyond the \$100,000 mark.

The steamer ordered by John J. Boland, of Buffalo, at Detroit last month will be named for Adam E. Cornelius. The steamer will be operated by the American Steamship Company, and will be handled in the office of Boland & Cornelius of Buffalo.

Names have been selected for two more big freight steamers that will come out next season. The first of the two steamers building for the Mutual Steamship Company will be named in honor of William Livingstone, of Detroit, President of the Lake Carriers' Association. The new boat will be managed by G. A. Tomlinson, of Duluth.

Richard A. Cottrell, of Marine City, has placed a libel of \$276.25 on the little steamer Chauncey Hurlbut, for a coal bill said to be unpaid. Service has been made by the United States marshal's office on the boat in its winter quarters at Detroit. There are intervening libels which bring the total claims to \$741.10. The steamer Samoa also has been libeled for \$1,294.49. Both vessels are owned by Teagan Bros., of Detroit, and have been operated in the lumber trade.

INFORMATION WANTED.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis. Manltowoc, Wis.
Ashtabula Harbor, O. Marquette, Mich.
Buffalo, N. Y. Milwaukee, Wis.
Duluth, Minn. Saginaw, Mich.
Escanaba, Mich. Sandusky, O.
Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

We Don't Patronize.

FOOD AND KINDRED PRODUCTS.

Bread—McKinney Bread Company, St. Louis, Mo.
Cigars—Carl Upman, of New York City; Kerbs, Wertheim & Schiffer, of New York City, manufacturers of the Henry George and Tom Moore cigars; Rosenthal Company, New York City, manufacturers of the Bill Dugan, King Alfred, Peiper Heidseick, Joe Walcott, Big Bear, Diamond D, El Tiladdo, Jack Dare, Little Alfred, Club House, Our Bob, 1105 Royal Arcanum cigars.
Flour—Washburn-Crosby Milling Co., Minneapolis, Minn.; Valley City Milling Co., Grand Rapids, Mich.
Groceries—James Butler, New York City.
Meat—Jones Lamb Company, Baltimore, Md.
Tobacco—American and Continental Tobacco Companies.

CLOTHING.

Clothing—N. Snellenberg & Co., Philadelphia, Pa.; Clothiers' Exchange, Rochester, N. Y.; B. Kuppenheimer & Co., Chicago, Ill.; Saks & Co., Washington, D. C., New York City, and Indianapolis, Ind.
Corsets—Chicago Corset Company, manufacturers Kabo and La Marguerite Corsets.
Gloves—J. H. Cowrie Glove Co., Des Moines, Iowa; California Glove Co., Napa, Cal.
Hats—J. B. Stetson Company, Philadelphia, Pa.; E. M. Knox Company, Brooklyn, N. Y.; Henry H. Roelof & Co., Philadelphia, Pa.
Shirts and Collars—United Shirt and Collar Company, Troy, N. Y.; Van Zandt, Jacobs & Co., Troy, N. Y.; Cluett, Peabody & Co., Troy, N. Y.; James R. Kaiser, New York City.

PRINTING AND PUBLICATIONS.

Bookbinders—Boorum & Pease Co., Brooklyn, N. Y.
Printing—Hudson, Kimberley & Co., printers, of Kansas City, Mo.; W. B. Conkey & Co., publishers, Hammond, Ind.; Times, Los Angeles, Cal.; Philadelphia Inquirer, Philadelphia Bulletin.

POTTERY, GLASS, STONE AND CEMENT.

Pottery and Brick—Northwestern Terra Cotta Co., of Chicago, Ill.; Corning, Brick, Tile and Terra Cotta Company, Corning, N. Y.
Cement—Portland Peninsular Cement Company, Jackson, Mich.; Utica Hydraulic Cement and Utica Cement Mfg. Co., Utica, Ill.

MACHINERY AND BUILDING.

General Hardware—Landers, Frary & Clark, Aetna Company, New Britain, Conn.; Brown & Sharpe Tool Company, Providence, R. I.; John Russell Cutlery Company, Turner's Falls, Mass.; Henry Diston & Co., Philadelphia, Pa.; New York Knife Company, Walden, N. Y.
Iron and Steel—Illinois Iron and Bolt Company, of Carpentersville, Ill.; Casey & Hedges, Chattanooga, Tenn.; Lincoln Iron Works (F. R. Patch Manufacturing Company), Rutland, Vt.; Erie City Iron Works, Erie, Pa.; Singer Sewing Machine Co., Elizabeth, N. J.; Pittsburg Expanded Metal Co., Pittsburg, Pa.; American Hoist and Derrick Co., St. Paul, Minn.; Standard Sewing Machine Company, Cleveland, Ohio; Manitowoc Dry Dock Company, Manitowoc, Wis.
Stoves—Wrought Iron Range Co., St. Louis, Mo.; United States Heater Company, Detroit, Mich.; Gurney Foundry Company, Toronto, Ont.; Home Stove Works, Indianapolis, Ind.; Buck's Stove and Range Co., St. Louis, Mo.

WOOD AND FURNITURE.

Bags—Gulf Bag Company, New Orleans, La., branch Bemis Brothers, St. Louis, Mo.
Brooms and Dusters—The Lee Broom and Duster Company, of Davenport, Iowa; M. Goeller's Sons, Circleville, Ohio; Merkle-Wiley Broom Co., Paris, Ill.
Fibre Ware—Indurated Fibre Ware Company, Lockport N. Y.
Furniture—American Billiard Table Company, Cincinnati, Ohio; O. Wisner Piano Company, Brooklyn, N. Y.; Krell Piano Company, Cincinnati, Ohio; Derby Desk Co., Boston, Mass.
Gold Beaters—Hastings & Co., Philadelphia, Pa.; J. J. Keeley, New York City; F. W. Rauskolb, Boston, Mass.
Lumber—Rehne Bros. & Solomon, Baltimore, Md.; St. Paul and Tacoma Lumber Company, Tacoma, Wash.; Gray's Harbor Commercial Co., Cosmopolis, Wash.
Leather—Lerch Bros., Baltimore, Md.
Pianos—Kimball Piano Co., Chicago, Ill.
Rubber—Lambertville Rubber Company, Lambertville, N. J.
Wall Paper—William Bailey & Sons, Cleveland, Ohio.
Wagons—The Hickman-Ebbert Company, Owensboro, Ky.; Owensboro Wagon Company, Owensboro, Ky.; F. A. Ames Company, Owensboro, Ky.
Watches—Keystone Watch Case Company, of Philadelphia, Pa.; Jos. Fahy, Brooklyn Watch Case Company, Sag Harbor; T. Zurbrugg Watch Case Company, Riverside, N. J.
Wire Cloth—Thos. E. Gieson, East Newark, N. J.; Lindsay Wire Weaving Co., Collingwood, Ohio.

MISCELLANEOUS.

Bill Posters—Bryan & Co., Cleveland, Ohio; A. Van Buren Co. and New York Bill Posting Co., New York City.
Hotels—Reddington Hotel, Wilkesbarre, Pa.
Railways—Atchison, Topeka and Santa Fe Railroad; Missouri, Kansas and Texas Railway Company.
Telegraphy—Western Union Telegraph Company and its Messenger Service.
D. M. Parry, Indianapolis, Ind.
Thomas Taylor & Son, Hudson, Mass.
C. W. Post, manufacturer of Grape Nuts and Postum Cereal, Battle Creek, Mich.

FIRST ENGLISHMAN IN JAPAN.

The story of Will Adams, the first Englishman to set foot in Japan, for the maintenance of whose grave at Yokosuka subscriptions are being invited by Lord Redesdale, Sir Ernest Satow and Sir Thomas Sutherland, is one of the most thrilling of the many stirring adventures of the Elizabethan period.

William Adams tells us that he was born "in a town called Gillingham, two English miles from Rochester, one mile from Chatham, where the King's ships do lie." He began a seafaring life at the age of 12, and afterward for eleven or twelve years served a company of Barbary merchants. In 1598 he set his eyes toward India, and as pilot-major joined a fleet of five ships fitted out by the Rotterdam merchants and commanded by Jacob Mahu. The vessels were small and overcrowded. The Charity, the ship on which Adams sailed, was 160 tons, and carried 110 men.

The voyage proved to be one long series of disasters. Sickness broke out, the commander died, and the fleet was driven to the coast of Guinea. Here the crews were attacked with fever. From November to April the ships lay tossing in the South Atlantic. Hardly clear of the Straits of Magellan, the fleet was scattered by a storm. Two of the ships were driven back and returned to Holland; one was captured by a Spanish cruiser, and the Charity and Hope met on the coast of Chile. But the commanders and a great part of the crews of both ships were killed in ambushes by the natives, one of the victims being Adams' brother Thomas.

The survivors held out for Japan. The Hope disappeared, and was never heard of again, and the Charity, with most of her crew sick or dying, sighted the land of the Rising Sun on April 19, 1600, anchoring off the coast of Bungo, in the island of Kiushiu. The unfortunate mariners were received with kindness, and Adams, who appears to have taken the lead, was brought before the Emperor at the capital city of Osaka. After being kept in prison for some weeks and in fear of crucifixion, Adams was set at liberty and ordered a daily allowance of rice and a small annual pension. The practical Englishman found favor in the eyes of the sagacious Japanese ruler. Adams built a small ship, which delighted the Emperor. "Now," he says, "being in such grace and favor by reason I learned him some points of geometry and understanding of the art of mathematics with other things. I pleased him so that what I said he would not contrary." Adams built another ship to carry home the Spanish Governor to the Philippine Islands.

The Emperor finally bestowed upon Adams an estate "like unto a lordship in England, with eighty or ninety husbandmen, that be as my slaves or servants." This estate was near Yokosuka, and he had power of life and death over his vassals. After five years Adams asked permission to return to England, where he had a wife and two children, but the Emperor would not consent.

Adams afterward obtained trading privileges for Dutch and English. When at length he might have returned to England he would not do so, as he had a Japanese wife and two children, and was, moreover, ambitious to discover the northwest or

northeast passage to England. This, however, remained nothing but a dream. He sailed to Siam and Cochinchina, and when his patron died the Christians were persecuted and the foreign trade came to an end. Adams died in 1620, at about 60 years of age, bequeating about £500 to his wife and daughter in England and his son and daughter in Japan.

Adams' memory was long cherished in Japan, and a street in Yedo is named after him. It is natural, therefore, that Japanese statesmen, Generals and Admirals should be joining in the movement to do honor to the brave Englishman's memory.—London Chronicle.

TOWBOAT FLEET FOR MAGELLAN.

The impending passage of the American battleship fleet through the Straits of Magellan and the widespread discussion among navigators regarding the dangers of that passage lend unusual interest to the announcement that a company is being organized in Denmark to establish a complete towing service in those waters.

According to a dispatch to the Vossische Zeitung from Copenhagen, the scheme originated with the well-known Danish writer, Otto Larssen, who was himself for many years a sailor and often made the voyage around the Horn. The number of sailing vessels from English, German, Dutch and Scandinavian ports passing around from the Atlantic into the Pacific is estimated at about 3000 yearly. As is well known, this is one of the most dangerous points in the oceans of the world. Larssen estimates that an average of ten vessels with 300 men are lost there every year.

The vessels that round the Cape are mostly on their way to Chilean ports for the purpose of taking on cargoes of nitrate of soda for European markets, and as most of them make the outward voyage under ballast, owing to the difficulty of finding outward cargo, their passage around the Horn is attended with special danger. Vessels must waste much time in buffeting with wind and wave, and even after rounding the Cape they often need repairs, owing to the strain that they have undergone.

It takes sailing vessels four to six weeks to round it, while they could be towed through the Straits in thirty-six hours. As the rate of insurance for vessels rounding the Cape is very high, owners would get much lower rates by sending their vessels through the Straits; hence the promoters of the new scheme assume that all owners of 2000-ton vessels and larger will be willing to pay liberally to have their vessels towed through the Straits. The new company proposes to begin business with a capital of about \$800,000, and if this money is not all forthcoming in Denmark, other countries will be asked to help. A fleet of ten powerful tugs will then be sent out and will make its station at Puntas Arenas in the Straits of Magellan.

Wyoming enfranchised its women in 1869. That State has to-day the smallest proportion of unmarried women of any State in the Union. While divorce in the United States has increased over three times as fast as the population during the last twenty years, it has increased in Wyoming only half as fast as the population.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave.
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MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

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LA CONNER FISHERMEN'S UNION.
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SKAGIT RIVER FISHERMEN'S UNION.
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COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Or.
ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

FISHING IN LOWER CALIFORNIA.

A Los Angeles, Cal., company has leased a British fishing concession, and are starting operations on the coasts of Lower California. Their purpose is to build factories at Ensenada and San Quentin, 125 miles farther south, and a small force of workmen is already on the ground. A can-making factory has been arranged for. The first business venture will be to supply fresh abalone and crawfish for the San Diego market. The concession, which runs until June, 1917, gives the right to take all kinds of fish, including pearl fishing (for territory not already given) on both coasts of the peninsula, and the exclusive right to build and operate canning factories and to export fresh, dried and preserved fish.

China and cut glass that were used on Washington's table at Mt. Vernon have been loaned to the National Museum at Washington by Miss Nannie Randolph Heth for exhibition in the Hall of History, in connection with the other Lee-Washington relics.

At the tobacco exhibition in London some women made cigarettes at the rate of 120 in thirty minutes.

THE ROMANCE OF STEEL.

And why? It is easy to reply, "Because its whole energies were centered on money-making." In a superficial sense this is true; but I think no one can come in touch with the technical schools, or can visit one of the great ironworks, without feeling that, in another and no less real sense, Pittsburg is intellectually fascinated by the romance of steel. To go down into the gorge of the Monongahela, the valley of the shadow of steel, is to come away with a new conception of the part metal is to play in the making of the future. It is not the mere magnitude of the effort that impresses one; though, indeed, the endless series of giant halls of labor is impressive enough. (The Pittsburg district, I may say in parentheses, turns out considerably more iron and steel than the whole of Great Britain.) What is truly a revelation is, first, the infinite adaptability of the material; second, the giant power, combined with almost sentient delicacy, of the machinery which manipulates it. As elephants are used to entrap and master elephants, so man has marvelously tamed steel to the taming of steel. Each workshop is a vast pavilion peopled with docile Titans engaged in pounding and rolling, and hammering, and slicing, and filing, and coiling their own material into a like docility. The actual, visible intervention of man is comparatively slight, and is yearly becoming more significant. He touches a crank and a huge traveling crane rolls along under the roof of the hall, drops a pair of giant tentacles, picks up a white-hot ingot of many tons, and pops it gently down between the palms, as it were, of an enormous rolling mill. Another crank is touched, and while a few men stand by to watch the operation, the rolling-mill sets to work upon the ingot as a boy rolls out a lump of putty, until the mass of glistening metal spreads first into a slab and then into a long, narrow sheet, protruding itself almost impudently at each revolution, like one of those toy tongues sold by hawkers in the streets, which shoot out when you blow into them. At every few revolutions a man throws a shovelful of salt upon the glowing surface, which gives off a deafening crash of detonations as from a battery of Gatling guns.

This is but one of a thousand operations, huge or minute, for each of which its appropriate steel giant is prepared, while the metal is served into it by an exquisitely adaptable series of steel arms, fingers, claws, nippers, funnels, sluices, valves—all the mechanisms, in fact, of organic life. In the result one realizes that what clay was to the beginnings of civilization, steel will almost certainly be to its maturity. The potter's wheel, the glassblower's pipe are duplicated over and over again in the "plant" of a great foundry. Steel has all the elasticity of these materials, with, of course, infinitely more delicacy, tenacity, resilience. As it has ousted iron, so it is rapidly ousting wood, brick and stone from a thousand employments. There can be little doubt, for instance, that we shall soon have steel railway trains, running on steel rails, resting on steel sleepers or "ties," over steel bridges, into steel-framed stations, with steel platforms, steel luggage barrows and (not improbably) steel porters, booking clerks and refreshment dispensers. Already steel, in some of its forms, is more precious than ru-

bies. In the form of hairsprings, for instance, it is worth about twelve times its weight in gold. For war, for peace, for locomotion, for commerce, for science—for everything but art—it is already indispensable and daily becoming more so. What wonder that the Romance of Steel has fired the imagination of Pittsburg, and that everything is subordinated to the perfecting and exploitation of the steel-molding Titans that are prisoned in the murky depths of the gorge of the Monongahela?—William Archer, in *America Revisited*, in *London Tribune*.

MAKES COAL MINING SAFE.

The increase both in the number and the seriousness of mine explosions in the United States during past years may be expected to continue unless the country adopts means that have proved successful in European countries, where the proportionate death rate in the mines has been materially reduced. Information is needed at once concerning the explosives used in the mines, the conditions under which they may be used safely in the presence of coal dust and gas, and the general conditions which make for health and safety in coal mine operations. In 1906 the total number of men killed in the mines was 2061, and the injured 4800. In seventeen years 22,840 men have been killed in the coal mines of the United States. In 1890 the number killed was 701. The number of killed has steadily increased until 1905, when 2097 met with violent deaths. The great increase in the production of coal during the last decade and the related increase in the number of men employed in the industry do not account altogether for the increase in the number of fatal accidents, although this may seem to be true. In 1895, 2.67 persons were killed in the coal mines for each 1000 men employed. This ratio has increased until in 1906 it reached 3.40, and this was exceeded in 1905 and 1902. In all European coal-producing countries the output of coal has greatly increased during the last ten years, but the number of deaths per 1000 miners, instead of increasing as in America, has undergone a marked and decided decrease. This has been due to the effect of mining legislation in those countries for the safeguarding and protection of the lives of the workmen, and has been made possible by Government action in establishing testing stations for the study of problems relative to safety in mining, including the use of explosives. In Belgium before the testing station was built the average number of men killed per each 1000 men employed between 1831 and 1840 was 3.19. From 1901 to 1906 this ratio had been reduced to 1.02. This is one-third of the ratio now existing in the United States. The beneficial result of this testing station is seen in the fact that the number of lives lost in the Belgium mines for each 1000 men employed in 1906 was 0.94, while in 1895 the ratio was 1.40. Great Britain has reduced its ratio of 1.50 in 1891 to 1.29 in 1906. In Prussia the ratio of deaths per 1000 men employed has decreased from 2.94 in 1880 to 1.80 in 1904. France's ratio has dropped in five years from 1.03 per 1000 men employed to 0.84.—Clarence Hall and W. O. Snelling in *Engineering Magazine*.

Twenty thousand dog muzzles were recently shipped from England to Rhodesia.

PROSPERITY OF SPAIN.

Fair-minded Americans can not fail to read with pleasure of the steadily increasing prosperity of Spain. The most recent reference to the subject of Spain's revived commercial treaty is a report which states that Spanish trade with South America is rapidly increasing. In some lines of manufactures Spain has captured already the lion's share of the trade, and in other lines her enterprise and energy are making inroads upon the trade enjoyed by other European countries and by the United States.

Good for Spain! Nothing will please Americans more than the prosperity of that ancient kingdom. If Spain's increased trade in South America is gained at the expense of the United States, hurrah for Spain! It is such competitors that keen, wide-awake Americans love to encounter. The world is big, the oceans are free highways and the field is open. If Spain can convert her raw products into manufactures and sell them in South America to advantage, no fair-minded man in this country will object. Great advantage is enjoyed by Spanish traders in speaking the language of their customers. They know the wants and commercial customs of South Americans, too, and are willing to accommodate themselves to them—something that American exporters do not seem willing to do. American manufacturers have not yet reached the point where they are willing to manufacture exactly the kind of goods wanted by foreign buyers. They still insist that foreigners shall buy goods adapted to Americans. So the foreigners are practically forced to turn to other manufacturers who will give them what they want.

Spain has stores of iron that works up into the finest steel. Bilboa is becoming one of the big steel-exporting ports of the world. One of the evidences of Spanish commercial activity is the fact that steel rails from Bilboa are now being imported into Mexico for the construction of the Hariman lines in Sonora and Sinaloa. In other manufactures Spain is rapidly reaching an important rank. Barcelona is the center of great enterprises, and the commerce of that port is steadily increasing. The fruit lands in several parts of Spain are being brought under irrigation on modern methods, with prospects of immense benefit to the people. Railroads are being constructed in the interior of the country, bringing the producer and the consumer closer together and opening the country to settlement.

Thus Spain finds herself, ten years after the loss of her colonies, in a more prosperous condition than before. Hers is not the first instance in history in which a sound thrashing proved beneficial. Nations, like individuals, sometimes need a shaking up to bring them to a realization of their surroundings and their opportunities. With her life-sapping and graft-ridden colonies lopped off, Spain discovers that she is rich in manhood and natural resources, and with typical pride and courage she bends to the task of building up her old-time greatness. Good luck and prosperity to the people of Spain!—*Washington Post*.

Owing to Asiatic competition an anti-Asiatic league has been formed in New Zealand to advocate a Chinese poll tax of \$5,000, ten times as large as the British Columbia tax.

World's Workers.

An interstate conference of Shop Assistants was recently held at Melbourne, Australia.

The coal miners of France, thanks to their union, now enjoy the benefit of the eight-hour day.

The London County Council, as a means of finding work for the unemployed, has voted £10,500 for the purpose of beautifying a park.

Newcastle (Australia) wharf laborers have suspended their labor until 1s 3d per hour is paid for it during the day and 1s 9d during the night.

A dispute has occurred at Talavera (Australia) Station, and the shearers and shed hands have suspended their labor in defense of the Arbitration Court award.

The Diet of Finland, the first Parliament in the world in which women sit as legislative representatives, has by a unanimous vote prohibited the manufacture or importation of alcohol in that country.

The Sydney (Australia) Wharf Laborers' Union has asked the Coastal Steamship Owners' Association that its members be paid the same rates of wages as is paid for similar work on interstate steamers.

At an unemployed meeting at Perth, West Australia, it was decided that a deputation wait on the Premier, and request that as the unemployed are penniless the Government take steps to assist them to settle on the land.

Labor Member Bell, General Secretary of the Amalgamated Railway Servants' Society of Great Britain, has publicly denounced the railway companies for violating the spirit of the recent agreement by trying to pack the Conciliation Boards with secret enemies of the union.

At the annual conference of New South Wales school teachers in Sydney, Acting-Inspector Blumer related an instance of a little girl, scarcely eight years of age, who had to milk thirteen cows, then walk four miles to school. When school finished she had to walk the four miles back home, and again milk the thirteen cows.

In consequence of a threat of the Newcastle (Australia) colliery proprietors' representatives to withdraw from the Arbitration Commission, now sitting, the chairman, Judge Heydon, declared that the community would not allow either of the disputing parties to wantonly or capriciously refuse to supply it with coal which was absolutely necessary to life.

The shipbuilding strike along the Tync, Eng., which has already lasted a month, is likely to be greatly extended further, first by the lockout which went into effect at the end of last week, and second by a strike of allied trade engineers, who have just decided by an overwhelming majority against a reduction in wages. Unless a compromise can be reached, many thousands of men will soon be idle.

The New Zealand Department of Labor has issued an interesting history of its operations since its establishment sixteen years ago up to the present. During that period the bureau found employment for 55,477 men, having 88,818 persons dependent on them. The history, which is issued under the instructions of the Minister for Labor, has been neatly arranged and compiled by Mr. E. Tregear, the energetic Secretary of the department.

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439 SECOND STREET, COR. F,
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White Labor Only.

INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl or Charlie Pedersen, a native of Grimstad, Norway, last heard from at Duluth, Minn., 1904, is inquired for by his brother, Gus Pedersen. Address 719 Summit street, Toledo, O.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Portland, Oregon

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Chas.	Johansen, K. F. -1677
Ahlstedt, And.	Jorgensen, H. -1925
Akesson, H.	Jorgensen, Olaf
Alfsen, K.	Johanson, J. F. -1462
Andersen, E. -1149	Johansen, O. K.
Andreasen, O. S.	Johnson, H. L.
Anderson, Victor	Karlson, Oscar
Anderson, L. T. -735	Karlson, Victor
Anderson, Aug.	Kalning, Jacob
Anderson, H. M.	Kammer, A.
Andersen, A. -1520	Kelder, Edmund
Andersen, Chas.	Khalbetzer, F.
Anderson, O. -1531	Klaesson, Karl
Anderson, Andrew	Klahn, Chas.
Anderson, Olaf.	Koppen, B. O.
Andersen, O. L.	Kristoffersen, Emil
Andersen, Eskil	Kristiansen, Gustav
Anderson, J. -1514	Kushel, V. J.
Andersen, Gus	Kummerlowe, O.
Andersen, J. -1492	Kuselue, Pete
Andersen, Axel P.	Lahn, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Lax, U. E.
Benghsen, I.	Larsen, E. -1098
Behrsin, J.	Langvort, C.
Becklan, J.	Lange, C.
Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
Bhom, Adolf	Leonhart, Alf.
Billington, M.	Lersten, J.
Birklund, R.	Lewis, Geo.
Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Bohman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
Campbell, Geo.	Lind, Gust.
Carlson, C.	Lockey, Harry
Carlson, A. M.	Loterus, M. P.
Carlson, A.	Lorntsen, J.
Capella, H.	Lundquist, A. -1352
Carlson, Jacob.	Lubeck, R. A.
Cashineyla, Manuel	Luby, W.
Cameron, Fred	Lund, H. C.
Carl, V.	Lysell, Geo.
Cella, Ed.	Mason, S.
Cesner, Chas.	Mayers, P. M.
Christensen, Einar	Masterson, D.
Christiansen, P.	Markman, H.
Christiansen, Fred.	Meheut, Joe
Christensen, Otto	McSweeney, M.
Christoffersen, And.	McKenna, P. J.
Charleson, M.	McAdam, J.
Christensen, J. -965	Mitchell, C.
Clarkson, C.	Mikileit, E.
Courtney, Alf.	Mortensen, J.
Colby, Ernest	Morris, E.
Cortes, P.	Morse, Ben
Crentani, Louis	Murphy, R.
Curran, Nicholas	Nass, Axel
D. R. F. No. 4	Neilson, E. -126
Danielsen, Ernest	Nilson, S. -731
Dinwood, J. H.	Newman, John
Donecks, C.	Nilson, C. J. -885
Dobeli, E.	Nilson, M. -857
Doose, W.	Nilson, And.
Eduardsen, J. -431	Nilson, Nils. -827
Edvardson, John	Nilson, K. E.
Edelman, Gunnar	Nilson, M.
Ehmke, W.	Norris, J. E.
Eklund, P. H.	Nordenberg, J.
Eklholm, Elgins	Nyberg, Eric
Ellingsen, P. -568	Nyhaugen, Julius
Elwood, Alf.	Nygren, B.
Elsstad, John	Odley, H. S.
Emanuelson, L.	Olsen, Thor.
Engelhardt, Edw.	Olsen, C. O. -705
Eriksen, A.	Olsen, Albert
Eriksen, Olav	Olsen, H. J.
Erikson, Allen	Olsso, Otto
Eskola, H.	Olsen, Harry
Evensen, Arnt	Olsen, Christ
Evensen, E. -551	Olsen, Anton
Feldji, J. A.	Olsen, G. E.
Fitzgerald, H.	Osses, A.
Flyn, J. P.	Osterholm, G. W.
Forslund, Wicher	Owens, J. H.
Follon, Thomas	Pankhurst, Thos.
Fredrikson, C.	Palmer, J. H.
Frankenberg, V.	Paulson, O. -1183
Frisland, Chas.	Paulson, Paul
Fyhn, A.	Pederson, Anton
Gad, Vincent	Pederson, K. -980
Garten, Olaf	Pederson, T. A.
Gahrelson, Gust.	Peterson, M. -908
Gartsson, F. J.	Polson, Carl
Garbers, H.	Polge, Louis
Gamber, Jas.	Pritch, Frank
Gad, Christ	Quade, P.
Geisler, Johannes	Quetscke, R.
Gurstrom, F.	Rasmussen, R. -525
Gundersen, Andreas	Rasmussen, Fred
Gustafson, Rall	Reinick, H.
Gustafsen, A. W. -700	Reymond, L.
Gunther, Richard	Reinmann, Chas.
Hagen, Chas.	Richardson, H. -597
Hansen, Karl	Rose, W. H.
Hansen, H. C. F.	Rommel, Anders
Hardy, W. -606	Ryduquist, Chas.
Halberg, Oscar	Sampson, C.
Hanson, W. -1620	Sande, A.
Hanson, Maurice	Sauer, C.
Hayden, Albert	Samuelson, A. M.
Halversen, E.	Samuels, J.
Hagman, H.	Scott, E. G.
Hakkonen, G.	Schubert, Max
Hawkes, W. J.	Schuberg, F.
Hansen, Ole T.	Scherlau, Rob.
Henningsen, S. J.	Schmit, F.
Hermansen, Frantz	Schafer, Paul
Hilgesen, H.	Schultz, W.
Herre, Edmond	Schulze, Aug.
Heggerson, Louis	Sebelin, Chr.
Hovdi, Paul	Seddon, R.
Holm, John	Shannon, H. C.
Haygaard, T. S.	Simonsen, B.
Holmes, T. A.	Sivertsen, Anton
Haglund, R.	Sivertsen, S. E.
Horslund, M. B.	Slemers, B.
Iuversen, S. B.	Smith, Ed.
Jacobson, John A.	Smith, J. A. W.
Jacobson, Hans	Smith, Ed.
Jensen, P.	Smith, Arthur
Jensen, Ludvik	Soderholm, Alarie
Jorgensen, Alfred	Sovik, C.
Johnson, J. -983	Soenvecke, A. -1321
Jorgensen, Wm.	Staff, C.
Johanson, Johannes	Stander, A.
Johnson, C. -1592	Stearns, I. L.
Johnson, J. A. -1659	
Johansen, H. -2126	

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Storr, W. T. Wallace, A.
Stenmark, J. Wahlestedt, A. R.
Straton, W. Van Wansons, Geo.
Svendsen, S. -1714 Walmer, E.
Sylverson, F. Froberg Walrath, C.
Sysmanti, H. Wahlstrom, A.
Taylor, Ed. Warrich, P.
Thomason, R. -2184 Willson, S.
Tiesing, E. A. Witt, E. S.
Tongerson, K. Wimmer, Geo.
Tornquist, M. Winters, C.
Tuominen, A. Wickblad, O.
Udley, H. T. Woods, J.
Ustad, J. S. Wylurg, E.
Yonger, O.

Jansson, Joel
Kristoffersen, Emil
Karlson, A. M.
Karlson, John -280
Knopff, Fritz
Lange, F.
Lettre, Honore
Le Sollen, Pierre
Lang, G.
Larsen, F. -1113
Le Fewre, Louis
Lindstrom, Emil
Lerch, Paul
Lyche, Haris M.
Laine, Frank
Maack, Hans
Nordenberg, Alf.
Nordenberg, John
Nelson, Louis
Nilsen, Edvin
Nurmi, E. W.
Nordstrom, Knut O.
Ordig, Bruno
Olson, Olaf
O'Malley, John
Olsen, Gunval
Olsen, Arthur G.
Olson, Alhert
Olson, John
Peterson, J. A.
Pettersen, Harald
Pettersen, Ed.
Peterson, H.
Peterson, John
Pohlmann, Hans
Rausen, Wilh.
Rossbach, Walther
Rosenfold, Isak
Russell, Ed.
Raetz, Aug.
Rasmussen, Adolph
Rasmussen, Andrew
Schmidt, Fritz
Smith, Max
Sjostrom, T. E.
Tamm, P.
Tornheck, R.
Wikstrom, Anton
Werner, O.
Wilsen, Anders
Walther, M.

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing, Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of every dollar's worth before commencing to remodel the store, and the arrival of new Spring goods. This place will be run as a branch of the Tacoma concern, and our policy will be the same here as Tacoma, by carrying first-class Union Made goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-third and one-half its actual cash value. Bear in mind we never misrepresent anything in newspapers, store or otherwise.

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Squire-Latimer Block, Seattle, Wash.

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Pt. Townsend Letter List.

Akesson, Hjalmar
Aken, E.
Casey, J. W.
Coakley, Timothy
Fernstrom, Sven
Kuhl, Herman
Olsen, Alfred

Ligerbrains, Gastie
Nilson, Hjalmar
Niken, M. V.
Stackeasson, C.
Stevens, W.
Svane, A.
Weber, Ch. O.

Home News.

The Kentucky House on February 27 passed the county unit prohibition bill without debate by a vote of 75 to 14.

Fifty-four master plumbers of New Orleans, La., and three plumbing firms were indicted by the Federal Grand Jury of that city on February 15 on charges of violating the Sherman Anti-Trust law.

In view of the recent presence in New York of nearly 4,000 retail buyers and the expected arrival of another delegation no less numerous, optimism seems to be the ruling note in the wholesale district of that city.

The Oregon Railroad and Navigation Company has declared an extra dividend of \$75 a share on its preferred stock. This dividend amounts to \$8,250,000, nearly all of which goes into the Union Pacific treasury.

In a statement by Railroad Commissioner Glasgow, of Michigan, an increase of passenger earnings by most of the Michigan railroads in the last three months of 1907 is shown, despite the operation of the 2-cent rate law.

The marching of nearly 1000 unemployed at Philadelphia, Pa., on February 20, to the City Hall, where they said they intended to make demands upon Mayor Reyburn, precipitated a riot on Broad street, in which twenty persons were injured.

To rehabilitate the street car systems of the north and west sides of Chicago, Ill., \$2,337,500 was raised by bankers on February 27, the first offering of \$2,500,000 of the first mortgage bond issue of the Chicago Railways Company being taken by the public. The price was 93½.

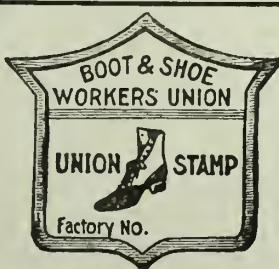
Horace G. McKinley, convicted of land frauds in Oregon, was sentenced to serve two years in the Multnomah county jail and to pay a fine of \$7,500, on February 28. It is understood that the light sentence imposed is preliminary to McKinley becoming a witness for the State in cases yet to be called.

The Missouri Supreme Court on February 27 decided the law passed by the last Legislature prohibiting the sale of intoxicating liquors within five miles of any State educational institution having 1500 students enrolled is unconstitutional. The law applied only to the Missouri State University at Columbia.

Kansas Democrats in State convention at Hutchinson on February 21 unanimously adopted a resolution instructing all delegates to the Denver convention, both State and Congressional, to cast a solid vote for the nomination of William Jennings Bryan for President of the United States.

Alex. B. Butt, cashier of the wrecked People's Bank of Portsmouth, Va., pleaded guilty on February 20 upon three of the twenty-two indictments against him and after making restitution to the depositors to the extent of \$37,000 on the total shortage of \$252,000, was sentenced to three years in prison and to pay a fine of \$7,184.

Representative Brumm, of Pennsylvania, introduced in the House a bill at the request of "General" Jacob S. Coxey "to provide for public improvements and employment of the citizens of the United States, to encourage industry and produce prosperity, and to procure money to purchase and pay for public utilities and for the redemption of said money."

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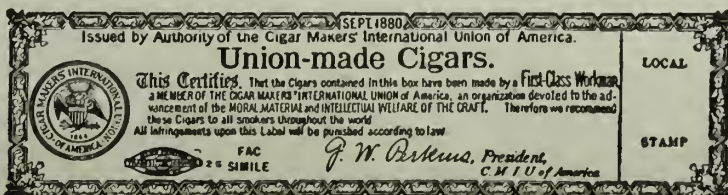
That the best made shoes—the shoes made under the best manufacturing conditions—the shoes that best stand wear—bear the Union Stamp, as shown herewith.

Ask your dealer for Union Stamp Shoes, and if he cannot supply you, write

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246 Summer Street, Boston, Mass.

SMOKERS

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Domestic and Naval.

The United States battleship fleet sailed from Punta Arenas, Chile, on February 7.

Another unsuccessful attempt was recently made to float the British steamship Mount Temple, ashore off Halifax.

The United States battleship fleet arrived at Callao, Peru, on February 20, where it will remain for about ten days.

First-class west-bound ocean travel is at its lowest ebb just at present. Four of the big liners arrived at New York on February 23 with their cabins practically empty.

The scout cruiser Chester, on her official screw standardization trial off the coast of Maine on February 28, made 26.07 knots an hour in her best mile and developed 16,000 horsepower.

The six-masted schooner Alice M. Lawrence passed Vineyard Haven on February 20, the leader in a race of eight of the largest five and six-masted schooners, bound from Baltimore for Boston.

The Clyde Line has begun suit in Baltimore for \$5,000 against the Spanish steamship Erandio as a result of a collision between that vessel and the steamship Pawnee recently in the Delaware River.

The British bark Dunure, from St. John's, N. F., arrived at Pernambuco on February 21 and reported having jettisoned 1,000 packages of cargo. Her masts and rigging were seriously damaged, as was the hull above water line.

The bills to increase the efficiency of the Navy and the hospital corps by fixing the status of pay clerks as warrant officers and making chief pharmacists warrant officers were agreed by the House Committee on Naval Affairs on February 28.

The British steamer Beta, Captain Pye, from Halifax for Bermuda, Turks Island, and Kingston, was totally wrecked off Turks Island on February 23. The crew and passengers were rescued and part of the cargo possibly will be saved.

The three-masted schooner Melrose, which stranded on the Carolina coast on February 16, 10 miles south of Ocracoke Inlet, has been abandoned by the Norfolk wrecking tug Rescuer. The stern of the vessel is badly damaged and the hold is full of water.

The Furness liner Almeriana sailed from Philadelphia, Pa., on February 22 on her first trip to Avonmouth, in the new service recently inaugurated by Charles M. Taylor's Sons. The Almeriana took out 72,000 bushels of wheat, valued at \$72,000, and 2,500 boxes of laundry soap, valued at \$9,875.

Captain L. C. Couvrette died at Chehalis, Wash., on February 23, aged 67 years, from cancer. Captain Couvrette was for many years a commander on the Great Lakes, and later Government inspector of locks of the Lakes. He was commodore of the yacht Idler when that craft was owned by the Astors.

The steamship Californian, at Philadelphia, Pa., from Puerto, Mex., reports passing the wreck of a composite vessel on January 23, in latitude 23.34 deg. north, longitude 78.39 deg. west. The deck and most of the top-sides were gone, but the bow and fore-castle were intact. Loose wreckage and a cargo of lumber floated alongside.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Aasen, Alfred
Abolin, K.
Ahlborg, G. A.
Ahlborg, R. W.
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Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on the Pacific Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str., where important news is awaiting him.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Labor News.

The Illinois Supreme Court at Springfield has decided that a labor union's "unfair list" is in effect a boycott and can be enjoined.

The United States Supreme Court has upheld the Oregon law prohibiting the employment of women in mechanical pursuits for more than ten hours per day.

Salaries over \$2,000 will be cut 10 per cent, and those between \$1,200 and \$2,000 5 per cent, by the New York, New Haven and Hartford Railroad, beginning March 1.

It is announced by Santa Fe officials that President Ripley has rescinded his orders stopping new railroad construction, in so far as the Arizona and California Railroad is affected.

The Salt Lake shops of the Denver and Rio Grande Railway, which closed on February 14 for an indefinite period, re-opened on the 25th, giving employment to more than 350 men.

The Missouri, Kansas and Texas Railroad shops at Sedalia, Mo., employing 500 men, have been closed until March 2. The shops of the whole system are to be kept idle as much as possible to reduce expenses.

The Columbia Mills at Knappton, Wash., owned by the Simpson Lumber Company, of San Francisco, which have been closed down since the beginning of the late financial flurry, will be reopened in the near future.

The Montana Sixteen-Hour law for railroad employes in the train service was declared by the State Supreme Court to be valid and constitutional and the Northern Pacific must pay on February 25 a \$100 fine for its violation.

The Georgia Industrial Association has decided to make a reduction of 10 per cent in wages of operatives, effective March 1. It was also agreed that a curtailment of two days a week, or more where necessary, shall be put into effect.

Operating officials of railways from all parts of the country were in attendance upon the hearing given by the Interstate Commerce Commission on February 27 upon application for an extension of time of the going into effect of the Nine-Hour law.

The Southern Railway Company having failed in its efforts to reach an agreement with its employes in the matter of a reduction of wages, has called upon the Interstate Commerce Commission and the Bureau of Labor to mediate under the Erdman Act.

President Patrick McCormick of the New York Typographical Union, and George W. Jackson and Vincent J. Costello, union organizers, were recently fined \$250 each and sentenced to twenty days' imprisonment for disobedience of an injunction obtained by the Typothetae of New York in 1906. Thomas Bennett and William A. Anderson were fined \$100 on the same charge.

Orders have been received from the New York office of the International Paper Company to shut down the Umbagog Mills of the corporation at Livermore Falls, Me., until further notice. Similar orders have been sent to other mills of the company in New England. The general policy of curtailment is due to the fact that for a time the production has been greater than the needs of the trade.

With the Wits.

Inexpressible. — Doctor—"Let me see your tongue."

Patient—"Oh, doctor, no tongue can tell how sick I feel."—Lippincott's.

We all may learn to hold a pen
When we are very young,
But he's the cleverest of men
Who learns to hold his tongue.
—Philadelphia Press.

Ever Thus—Knicker—"Children are so disappointing."

Bocker—"Yes. Johnny broke his indestructible toy and won't break his drum."—New York Sun.

Of Two Evils—Mrs. Gramercy—"What reconciled her husband to her keeping a pet dog?"

Mrs. Park—"It put a stop to her piano playing as it always made Fido growl."—Philadelphia Press.

A Bad One—"Did I understand you to say that our friend Chaser has had a serious operation performed?"

"A very serious one. He has had a Presidential boom cut out of his public career."—Baltimore American.

Resigned His Leadership.—Meeker—"Just one year ago to-day I led my wife to the altar."

Bleeker—"You did, eh?"

Meeker—"Yes; and right there and then my leadership ended."—Chicago News.

An Up-to-Date Child.—Mother—"Whatever are you doing to poor dolly, child?"

Child—"I'm just going to put her to bed, mummy. I've taken off her hair, but I can't take her teeth out."—Illustrated Bits.

A Foregone Conclusion. — "My daughter is going to marry a millionaire."

"Isn't that nice? Who is he, and when is the wedding to be?"

"I don't know yet. She's just joined the chorus."—Detroit Free Press.

The Judge and the Doctor.—Judge Woolsack—"I want you to meet my friend, Mrs. Carter, a most charming widow."

Dr. Kalomell—"The kind you make?"

Judge Woolsack—"No. The kind you make."—Town Topics.

According to Fads and Fancies.—The Old Man—"The easiest way to get into society is to marry for money."

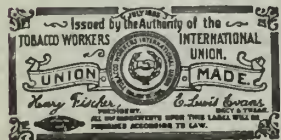
The Young Man—"Suppose you are in society and want to get out?"

The Old Man—"Then marry for love."—Illustrated Bits.

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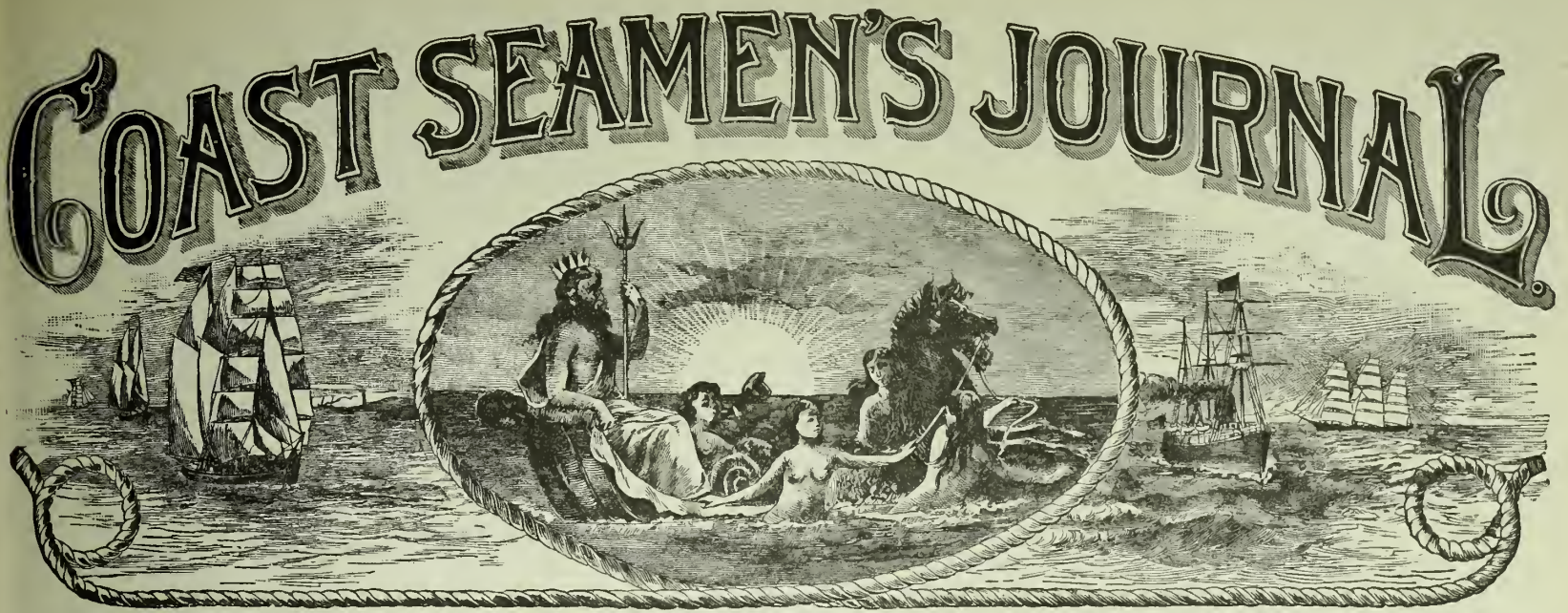
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VOL. XXI, No. 25.

SAN FRANCISCO, WEDNESDAY, MARCH 11, 1908.

Whole No. 1055.

SUPREME COURT ON HATTERS' CASE.

SAMUEL GOMPERS, President of the American Federation of Labor, writing in the current issue of the *American Federationist*, discusses at length the recent decision of the United States Supreme Court in the case of *Loewe & Co. vs. The United Hatters of North America*. Owing to the importance of the subject we reprint the *Federationist* article in full, as follows:

On February 3, 1908, the Supreme Court issued the most drastic and far-reaching decision which it has ever handed down. This decision directly affects all labor and hence the whole people. The case was that of the *Loewe Co.* against the *United Hatters of North America*. The court invokes the Sherman Anti-Trust law and under it decides that the Hatters are liable in damages according to the complaint of the *Loewe Co.* This action was first brought in the United States Circuit Court in the District of Connecticut, under section 7 of the Sherman Anti-Trust law. The lower court sustained the contention of the Hatters that they were not liable under the Sherman law.

The *Loewe Co.* then carried the case by writ of error to the Circuit Court of Appeals. The Circuit Court desiring the instruction of the Supreme Court on the writ of error, put the question thus:

Upon this state of facts can the plaintiffs (*Loewe & Co.*) maintain an action against the defendants (*Hatters*) under section 7 of the Sherman Anti-Trust law of July 2, 1890?

The plaintiffs and defendants then joined in the application to the Supreme Court to require the whole record and cause to be sent up for its consideration. This application was granted.

The Supreme Court invoked not only section 7, but sections 1 and 2 of the Sherman Anti-Trust act, and declared that: "In our opinion the combination described in the declaration (*United Hatters*) was a combination in restraint of trade or commerce among the several States in the sense in which those words are used in the act and the action can be maintained accordingly."

The decree also states:

And that conclusion rests on many judgments of this court to the effect that the act (*Sherman Anti-Trust*) prohibits any combination whatever to secure action which essentially obstructs the free flow of commerce between the States, OR RESTRICTS IN THAT REGARD, THE LIBERTY OF A TRADER TO ENGAGE IN BUSINESS.

The combination charged (boycott by *Hatters*) falls within the class of restraints of trade aimed at compelling third parties and strangers involuntarily not to engage in the course of trade except on conditions that the combination (*Hatters*) imposes.

The sections of the Sherman Anti-Trust law upon which the decision is based are as follows:

Section 1. "Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract or engage in any such combination or conspiracy shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be pun-

ished by fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments in the discretion of the court."

Sec. 2. "Every person who shall monopolize, or attempt to monopolize, or combine or conspire with any other person or persons to monopolize any part of trade or commerce among the several States or with foreign nations shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments in the discretion of the court."

Sec. 7. "Any person who shall be injured in his business or property by any other person or corporation by reason of anything forbidden or declared to be unlawful by this act may sue therefor in any Circuit Court of the United States in the district in which the defendant resides or is found, without respect to the amount in controversy, and shall recover threefold the damages by him sustained and the costs of suit, including a reasonable attorney's fee."

We publish elsewhere in this issue the Supreme Court decision in full. The court attached the complaint of the plaintiffs in the margin of the decision, and it also quotes from their complaint in the body of the decision.

No more sweeping, far-reaching and important decision has ever been issued by the Supreme Court. The *Dred Scott* decision did not approach this in scope and importance, for it only decreed that any runaway slave could be pursued if he made his escape into a free State, and his return compelled by all the powers of the Government, to his owner to a slave State. Any person who assisted in the escape of a slave or who harbored him could be prosecuted before the courts for a criminal offense. That decision involved the few negro slaves who could make good their escape from a slave-holding State. The Civil War annulled the decision of the Supreme Court and freed the slaves. It cost the lives of hundreds of thousands of brave men on both sides and emancipated from chattel slavery four millions of slaves. No man now proudly points to that famous *Dred-Scott* Supreme Court decision.

The decision of the Supreme Court in the *Hatters'* case involves every worker and every sympathizer, with the ennobling work of the labor movement, of our land. A study of this momentous decision reveals some strange peculiarities. Outside of the opening paragraphs quoted above, the decision has very little other than the citation of cases which are held to illustrate and support it. There are references to injunctions granted under the Sherman Anti-Trust act and brief comment upon the citations, the decision gives an outline of the complaint in correct in many particulars, especially in its summary of boycott proceedings by the *Hatters*. It quotes directly and at great length from the complaint (*Loewe & Co.*). The decision concludes thus:

And then follows the averments (in *Loewe* complaint) that the defendants (*Hatters*) proceeded to carry out their combination to restrain and destroy interstate trade and commerce between the plaintiffs and their customers in other States by employing the identical means contrived for that purpose and that by reason of

those acts plaintiffs were damaged in their business and property in some \$80,000.

We think a case within the statute was set up and that the demurrer should have been overruled.

JUDGMENT (of lower court) REVERSED, AND CAUSE REMANDED WITH A DIRECTION TO PROCEED ACCORDINGLY.

Reference to the decision itself will show what precedents are quoted and what comments the court makes on them to show their alleged bearing on this case; but, in truth, not one of them in any degree parallels this case or sets any precedent that the layman can discover.

The *Hatters'* defense of the boycott, their explanation and justification—for the boycott is admitted—appears nowhere in the decision.

As the complaint of the plaintiffs (the *Loewe Co.*) is published in full with decision, it would seem only fair that the reply of the defendants (*Hatters*) should also have been reproduced.

As it is, the complaint of the plaintiffs is apparently taken by the court as a true and correct account of what happened, though it is in reality full of the most glaring inaccuracies and misstatements. We have not the space here to quote the complaint and point out its fallacies, but may do so in the future.

When the court quotes from the complaint it includes its errors.

Some of these we shall point out, for it is not right that what is destined to become so historic a decision should rest upon a faulty foundation of fact without protest.

The court, quoting from the plaintiff's complaint, directly, says that defendants were—

engaged in a combined scheme and effort TO FORCE ALL MANUFACTURERS of fur hats in the United States, including the plaintiffs, AGAINST THEIR will, and their previous policy of carrying on their business, to organize their workmen in the departments of making and finishing in each of their factories into an organization, to be part and parcel of the said combination known as the *United Hatters of North America*, or as the defendants and their confederates term it, *UNIONIZE THEIR SHOPS*, with the intent thereby to control the employment of labor in and the operation of said factories, and to subject the same to the direction and control of persons other than the owners of the same, in a manner extremely onerous and distasteful to such owners, and to carry out such scheme, effort and purpose, by restraining and destroying the interstate trade and commerce of such manufacturers, by means of intimidation of and threats made to such manufacturers and their customers in the several States, of boycotting them, their product and their customers, using therefor all the powerful means at their command as aforesaid until such time as, from the damage and loss of business resulting therefrom, the said manufacturers should yield to the said demand to unionize their factories.

The *Hatters* had union agreements with 70 out of 82 hat manufacturers in the country. The Supreme Court says of this:

That the conspiracy or combination was so far progressed that out of 82 manufacturers of this country engaged in the production of fur hats, 70 had accepted the terms and acceded to

the demand that the shop should be conducted in accordance, so far as conditions of employment were concerned, with the will of the American Federation of Labor; that the local union demanded of plaintiffs that they should unionize their shop under the peril of being boycotted by this combination, which demand defendants declined to comply with; that thereupon the American Federation of Labor, acting through its official organ and through its organizers, declared a boycott.

The court takes the amazing view that even the very successful effort of the Hatters' Union to obtain and maintain industrial peace with employers is proof of unlawful conduct—that is, "conspiracy"—and under the Sherman Anti-Trust law unlawful and punishable by being mulcted in damages and by fine and imprisonment.

As a matter of fact neither the Hatters nor any other trade ever attempted to "force all manufacturers against their will" to make agreements with the union. Common sense teaches that a voluntary agreement between an employer and a union must be a peaceful one.

All union agreements with employers are voluntary and mutual.

No union could, if it tried, FORCE an employer to enter into an agreement with it. No union attempts such unbusiness-like tactics. The most any union has done, is to decline to buy the products of a firm which declined to employ union men and grant the prevailing rate of wages, hours of labor and conditions of employment. Supposing that they were exercising their constitutional right of free speech, union men have asked their friends and fellow-unionists not to buy such goods. A word as to this custom may not be amiss here.

No manufacturer, no retailer, has any vested right in the purchasing power of an individual or of the community, no court can confer upon him that right. The patronage or purchasing of goods depends on the whim of those who buy. A purchaser may decline to buy certain goods, for the most absurd reason or no reason, yet the person who has those goods to sell has no resource by which he can force the purchaser to buy them.

In illustration of this, witness the stock of goods which accumulate in every line of retail business, nothing wrong with the goods except that the whim of a passing fashion has decreed them out of date and the purchaser looks for novelty, or, on the other hand, the purchaser may decline to buy the article in fashion and insist upon the indulgence of individual taste, thus greatly disappointing the retailer who would like to dispose of stock on hand. We digress this much to show how completely the purchasing power is vested in inclination.

In the case in point THE BOYCOTT by the Hatters against the Loewe Co. DID NOT RESULT IN FEWER HATS BEING PURCHASED by the community; therefore we can not see how there was any restraint of trade. The boycott, if effective, merely diverted the purchasers to some other make of hats. THE VOLUME OF TRADE WAS THE SAME, though for certain reasons some manufacturers may have sold more hats than others. We fail to see that the Hatters did anything more than ordinary business competitors do when they try to divert business to themselves from other competitors by advertising. The Hatters tried to divert the hat business to the products of union labor. Since their boycott neither obstructed nor decreased the total volume of trade, we fail to see how their action could be "a conspiracy in restraint of trade and commerce."

The Supreme Court in its decision specifically charges that the American Federation of Labor, acting through its official organ and through its organizers, declared a boycott.

The Court's Error in Fact.

The court is in error. The American Federation of Labor never endorsed or declared a boycott against the Loewe Co. In fact, no request for such action in any manner or form was ever made to the American Federation of Labor or its officers either directly or indirectly by the Hatters or any one else. The Loewe Co. was never published on the "We Don't Patronize" list of the "American Federationist." We invite the inspection of the files of the "American Federationist" and of our office records in proof of this. We feel it our duty in the interest of truth and accuracy to call public attention to the error of the court in charging the American Federation of Labor with being a party to the action against the Loewe Co.

We can hardly believe that the Supreme Court itself realized the evil consequences which may follow this decision under its construction of the Sherman Anti-Trust law, a construction never intended by Congress.

It may be like the falling pebble which dislodges the avalanche, bringing ruin and destruction upon all in its path. Should this be the result it will follow from the nature and operation of the decision itself, not because of the protest of those affected.

We regard the members of the Supreme Bench as upright and incorruptible. We believe that in any decision handed down each judge honestly and conscientiously gives the opinion which he believes to be correct. We do not agree with those who charge the court with being influenced by sinister motives, or under the domination of corporate influence.

But, while expressing our confidence in the in-

tegrity of the Supreme Court, we must also say that, being human, we do not consider it infallible in its judgments. We must accept them because, under our form of government, the Supreme Court is the highest legal tribunal. Right or wrong, there is no appeal from its decision. It is true that this is the only country possessing such a tribunal, and it is a subject for serious speculation whether we might not do better under some other form of procedure; but such speculation is useless so far as the immediate future is concerned.

We are proud of the institutions of our country and try to uphold them with all our power, but WE DO PROTEST AGAINST THE ASSUMPTION OF LAW-MAKING POWER BY THE COURTS. In assuming such functions they invade the sphere of the legislative and executive, which must necessarily result injuriously to the very fabric of our republic. Such action by the courts not being contemplated by the constitution, there are no safeguards, no checks, as to what may be attempted. This assumption of power, even under the guise of construing existing law, is none the less dangerous, for THE DECISION OF THE COURT THEN BECOMES A LAW WITHOUT THE PEOPLE EVER HAVING HAD AN OPPORTUNITY TO TAKE ANY PART IN THE MAKING OR REJECTING OF IT.

We trust it will not be considered LESE MAJESTE if we say that in our opinion the Supreme Court in this and other recent decisions affecting labor tends to revert to medieval procedure rather than make the application of legal principles to present the industrial situation. The conditions with all their complications are here and not of our making. Why should our highest tribunal ignore them and plunge the people into confusion and distress?

However, it is not so wonderful that the court takes this attitude.

The life-long environment of the respected gentlemen who compose the Supreme Bench has been such that they have not been brought into personal contact with industrial problems. On the contrary, their associations have been largely with business and financial men and affairs. Naturally a man absorbs most of his point of view from his environment. It is quite understandable to us that justices of the Supreme Court should have little knowledge of modern industrial conditions and less sympathy with the efforts of the wage-workers to adapt themselves to the marvelous revolution which has taken place in industry in the past half century.

The language of the Hatters' decision makes it clear that the Supreme Court has not informed itself on modern economics. In its opinion the rights of hats seem to be greater than the rights of man. It seems to regard a hat as a sacred emblem of the rights of property, hence its protection is imperative. No effort, however, is made to protect the right of man to a fair return for his labor, and the opportunity to labor under the prevailing conditions. In fact, this decision goes to an unheard-of length in punishing the workers for the exercise of their rights.

We regret exceedingly that this is so. While again expressing our belief in the integrity of the court, we yet are convinced that it is the duty of this high tribunal to inform itself of the great principles underlying the economic conditions of our time. Were its members to do this we believe they would perceive that a labor union can neither be a trust nor subject to trust laws. The decision refers to a book which seems to have suggested certain views. We would suggest that the members of the court read the chapter entitled "Some Equivocal Rights of Labor," from the book, "Moral Overstrain," by George W. Alger. It will disclose the difference between essential remedies to relieve wrongs and the academic (?) rights which avail the workers nothing. While the union is not specifically declared a trust under this application of the Sherman Act, yet the Supreme Court construes, for the punishment of the unions, a law which was only intended to apply to illegal trusts. The wording of the law permits the penalty to attach whether the union is considered a trust, "or otherwise," so we can take our choice as to the nomenclature, but the penalties apply in any case.

From the fact that labor unions are declared punishable under trust penalties we feel that we should again point out how widely different is a labor union from a trust—for upon these vital and fundamental differences of the two are based the main reasons for our protest.

Organized Labor Not a Trust.

The labor union is not a trust; none of its achievements in behalf of its members—and society at large—can properly be confounded with the pernicious and selfish activities of the illegal trust. A trust, even at its best, is an organization of the few to monopolize the production and control the distribution of a MATERIAL PRODUCT of some kind. The voluntary association of the workers for mutual benefit and assistance is essentially different. Even if they seek to control the disposition of their labor power, it must be remembered that the power to labor is not a material commodity.

There can not be a trust in something which is not yet produced.

The human power to produce is the antithesis of the material commodities which become the subject of trust control.

From its very nature the labor union can not be regarded as a trust, yet the Supreme Court seems

not to have considered this vital distinction in arriving at its decision.

Public opinion is practically unanimous in recognizing the union as one of the most essential means of securing for the workman his rights, protecting him against injustice, and putting him in touch with all the best thought and most advanced movements of ethical forces of civilization.

The aims and purposes of our labor movement have often been stated before, but will bear brief restatement at this time when the attempt is being made in many directions to so cripple the activities of our unions that they may be shorn of their usefulness.

Our unions aim to improve the standard of life, to uproot ignorance and foster education, to instill character, manhood and independent spirit among our people; to bring about a recognition of the interdependence of man upon his fellow-man. We aim to establish a normal workday, to take the children from the factory and workshop and give them the opportunity of the school, the home and the playground. In a word, our unions strive to lighten toil, educate their members, make their homes more cheerful, and in every way contribute an earnest effort toward making life the better worth living. To achieve these praiseworthy ends we believe that all honorable and lawful means are both justifiable and commendable and should receive the sympathetic support of every right-thinking American.

If the workers are to be deprived of their opportunities for self-improvement and independence; if they are to be held at the will of the employer—and if this decision is enforced, such might be the consequence—the industrial condition of our country would sink lower than that of slavery.

The slave owner was usually restrained from going to extremes in the treatment of his slaves by the fact that they represented property value to him, but if the industrial situation ensues, indicated by this court decision, the wage-workers would be more under the control of the unscrupulous employer than was the slave under his owner.

We do not believe that the conscience and sense of justice of a large majority of employers will permit them to take advantage of the conditions possible under this decision. We believe that they and all good citizens will join with us in the earnest attempt to secure a remedy from Congress; but there is always the selfish, avaricious, conscienceless type of employer, and it gives us pause to think of the hardships and persecutions which such employers might inflict when their rapacity has the protection of a decree such as this recent one delivered by the Supreme Court.

At the time the Sherman Anti-Trust law was passed we warned our members and the public that it was so drawn that we feared a construction would be read into it so as to apply it to our unions instead of to the trusts which it was intended to restrain.

The event which we feared has come to pass. The law has long been admitted to be of no value in restraining or really punishing trusts. Useless as an instrument of good, it has now been made an instrument of positive mischief, and perverted from its original intent.

We KNOW the Sherman law was intended by Congress to punish illegal trusts and not the labor unions, for we had various conferences with members of Congress while the Sherman Act was pending, and remember clearly that such a determination was stated again and again.

The judges of the Supreme Court should be aware of this for the legislation has been enacted within their knowledge and memory. While not expecting infallibility on the part of the court, we do think it should acquire and act upon current information as to the intent of such an act as the Sherman Anti-Trust law.

We would have supposed that the debates upon this subject in Congress would have had some weight in assisting judicial interpretation of application of the law. It apparently did, but in a most misleading way. In this decision the court says that some effort was made when the Sherman Act was pending in Congress to exclude organized labor and agricultural labor from its operation, but because such a clause was not made a specific part of the law the Supreme Court seems to find its justification for now applying it to organized labor.

We believe that this view of the case is not supported by the facts in connection with the history of the Sherman Anti-Trust law and the efforts made to amend it since its passage. We propose now to give this history at some length by quoting from the "Congressional Record."

Brief History of Sherman Act.

The Anti-Trust bill was presented to the consideration of the Senate on February 28, 1890. The text of the bill contained but three sections in strict reference to corporation business. The bill was brought up from time to time by Senator Sherman, and it was just as often laid aside by other Senators. A substitute for the bill was introduced by the Committee on Finance on March 22, 1890, and on March 25 it was moved by Senator Morgan to commit the bill to the Judiciary Committee. His motion failed at that time on a vote of 16 yeas, 28 nays. The discussion of the bill continued as it was reported by the Finance Committee, and on the same day

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

LIMA AND CALLAO.

Callao, where the American battleship fleet recently made its fourth stop in its cruise round South America, is one of the most important ports on the Pacific side, and is the great depot for the commerce of Peru. It is second only to Valparaiso, Chile, 1500 miles to the south. Approximately one-half of the foreign trade of Peru, which amounted last year to more than \$50,000,000, passes in and out of Callao, making it a busy, active and industrious city. Fully 1000 vessels put into the harbor every year, and twenty steamers, together with forty sailing craft, may any day be seen lying at anchor in the bay.

Callao is one of the finest and safest harbors on the Pacific, and the Peruvian Government is showing great energy not only to make it modern, convenient and secure, but also to equip the city itself with every necessity for comfortable and hygienic living. There are massive wharves at the water's edge, protected by a pier 800 feet long. This pier is connected with the shore by a bridge, built on iron piles, 2800 feet long. In the bay is a floating dock which will admit vessels of twenty one feet draft and 5000 tons weight. Steamers lie alongside the wharves, and freight is transshipped immediately into cars on tracks within a few feet of the water. The resemblance to a modern port like Havre or Hook of Holland is remarkably striking. The machinery about these docks is chiefly electric, the power being drawn from streams only a small distance back in the mountains.

A natural protection of the bay is the island of San Lorenzo, which shelters the city from southwest storms. Adjacent to San Lorenzo is the Palominos group, on which is a powerful lighthouse, the light from which is visible for eighteen miles. Just recently erected is a tower for wireless telegraphy, and communication by this means will soon be in operation all along the coast.

Callao as a town is very old, its foundation dating back to the year 1537. The original site was destroyed by an earthquake in 1746 and swallowed up by the sea. The present city yet retains some traces of its earlier history in the narrow and irregular streets, but to-day it has grown away from such conditions and is modern in every sense of the word. The population numbers 32,000, although in the daytime it would seem much larger, because many men come here during business hours, but return in the afternoon to their homes in Lima.

Lima, the capital of Peru, is only nine miles from Callao and lies 500 feet higher, close against the foothills of the Andes. Two steam and one electric trolley lines connect the capital with the port, and there is besides a fine avenue for carriages, so that the traveler can easily and quickly go from one city to the other at any time. This is one of the most romantic spots of Spanish America, vying with the City of Mexico in the interests which show the influences of Europe upon the newly-discovered America; but Lima is far more than a city of churches, plazas, monasteries and houses of grandees of Spain. Nevertheless, the impress of Pizarro and the viceroys should not be forgotten,

for Lima was at one time the center of government for all South America, and her authority extended from Panama to Buenos Aires. It is one of the most beautiful cities of the Western world, and enjoys a climate which, without exaggeration, can be called perpetual spring.

Lima also has a new avenue, Columbus avenida, nearly half a mile long, at the end of which is the statue of Columbus, reproduced in the statue at the front of the De Lesseps house at Colon, on the Isthmus of Panama. This is the fashionable drive and promenade of society. Other new streets testify to the rapid advance the city is making. Electric lights, trolley cars, abundant water and such public utilities are making this city of 150,000 inhabitants full abreast of the times. Lima is the seat of the oldest university in America, founded here in 1551. Not so very far from Lima, as distances go in South America, are the battlefields of Junin and Ayacucho, where, in 1824, was fought the final struggle by which Spain lost forever her hold on this part of the world.—Bureau of American Republics.

RAILWAY SCHEMES PROJECTED.

The first quarter of the twentieth century is to be remarkable, according to developing indications, for the realization of gigantic schemes in the linking up of railway sections into vast transcontinental systems. Though we heard so much of the Cape-to-Cairo enterprise a decade ago, there are other railroad building schemes of mammoth proportion that are likely to be the sooner realized. It will be possible, there is reason to believe, to travel from Baltimore to Buenos Aires without changing cars some time before the through route from Cape Town to Northern Egypt will be doing business.

The latest startling European proposition in the way of long-line railway systems is one that would begin at the French seaport of Calais, run by the way of Paris, thence to Warsaw, Moscow, Baku, Askhabad, Tejend, Quetta and make port at Calcutta. To make this route possible there must be built a connection between the transcasian road at Tejend and the Indian line, which now extends to Quetta. This missing link will have to be 1,318 miles in length, of which 150 miles will be in Russian territory, 750 miles in Persia and 418 miles in British India. The length of line which must be built before there can be through travel from Calais to Calcutta is about one-half as great as must be constructed to link up Baltimore and Buenos Aires. The distance from Baltimore to Buenos Aires is greater by several thousand miles, however, than would be spanned by the road linking the French and Indian seaports.

A road extended over the proposed European-Asiatic route would encounter sustaining populations all along the way, and the 418 miles through British India would be through a more densely settled area than France. It requires something more than population to sustain a railway system, though there is a reasonable inference that wherever there is a population that is even semi-civilized there must be traffic. A

through trip from Calais to Calcutta would be one of vast interest from the constantly changing characteristics of the peoples who would be along the route. The American tourist will have some new sensations rendered available for his summer outing as soon as the route from the English Channel to the Bay of Bengal is opened.

The route linking the two Americas is, however, the continent-linking scheme in the realization of which public interest on this side the Atlantic is more particularly centered. It is possible now to travel continuously by rail from the northern boundary of the United States to the southern boundary of Mexico. Various links that would constitute sections of a continuous line to Buenos Aires are now either completed or in contemplation. The southern republics are intensely interested in the realization of this scheme, and before the first quarter of the present century is rounded out it may be realized.—Baltimore American.

CANADIAN HERRING FISHERY.

The Canadian Fisheries Inspector for the Maritime Provinces has just made public his annual report on the operations of the past season on the west coast, which may be thus summarized:

He states that the American schooners carried away 57 cargoes, which included 68,770 barrels of pickled and 38,120 barrels of frozen herring, the total value of which was about \$251,653. The Canadian vessels in the work during the season numbered 22, and Newfoundland had 8. These 30 vessels secured 23,040 barrels of pickled herring and 2,740 of frozen. The total value of the Canadian catch is estimated at \$135,442, making the total catch for the season valued at \$387,095.

The previous season there were 65 American and 41 British schooners engaged in this work, and they took away from the Bay Islands and vicinity 116,236 barrels of frozen and pickled herring, the value of which was \$453,144. There was thus a decrease of \$66,049 in value as against 1906. The industry was hampered during the past season by the mild weather, fishermen being compelled to salt a very large portion of the catch, and many of the fish were in poor condition when the vessels left port, this in a large measure accounting for the decreased valuation. All the vessels, he says, have left Bay Islands, none having been frozen in thus far this season.

The Chilean merchant marine is increasing very rapidly and at present is exceeded by that of only one South American country—Brazil—which has a tonnage of 211,194 against 156,316 for Chile. Of the Chilean shipping 107,727 tons are steam and 48,589 sail. It is mostly engaged in the west coast trade of South America. During the year 1906 there was an increase of 30,122 tons in vessels flying the Chilean flag.

Out of 6,500 members of the London Diocesan Church Lads' Brigade over 3,000 attended the annual service at St. Paul's Cathedral.

News from Abroad.

The British navy estimates for 1908-09 amount to \$161,597,500 as against \$157,087,500 for 1907-08.

The licensing bill to reduce the number of saloons in Great Britain was introduced in the House of Commons on February 27.

Bubonic plague is believed to be on the increase in ports of Chile. At Antofagasta there are now nineteen cases and at Iquique fourteen cases.

Vice-Admiral Touchard has been officially appointed French Ambassador to Russia in succession to M. Bompard, retired.

The British punitive expedition in Buzar Valley, India, has come to an end, the Kakka Khels, severely punished, having sued for peace on any terms.

Details of an explosion in La Rosita mine, near San Juan de Sabines, were received on February 28 and show that seventy-six men were killed.

Dr. J. Figueroa Alcorta, President of the Argentine Republic, was the object of an abortive attempt at assassination on February 28 at the hands of a native of Argentina.

It is understood in diplomatic circles that as a result of pressure from other powers, Russia has abandoned her plan of fortifying the Aland Islands, and that an entente will soon be arranged.

In the British House of Commons on February 28 the Women's Enfranchisement bill passed first reading by a vote of 271 to 92. Crowds of excited women suffragists cheered the announcement of the vote.

Lieutenant-General Stoessel, who, on February 20, was condemned to death for the surrender of the Port Arthur fortress to the Japanese, has petitioned Emperor Nicholas for a full pardon.

The Japanese armored cruiser Idzumi sailed from Shanghai on February 28 for Hongkong, where, it is understood, she will investigate the seizure on February 7 by the Chinese Customs cruisers of the Japanese steamer Tatsu Maru.

The attempt made at Belfast, Ireland, on February 23 to launch the Rotterdam, the 24,170-ton steamer of the Holland-American line, proved a failure. The vessel refused to take the water, owing to the tremendous pressure of the ways, which had not been properly greased.

The British army estimates for 1908-09 show a gross total of \$154,185,120, as against \$155,211,830 for 1907-08. The War Secretary, Mr. Haldane, estimates for a total of 185,000 men in the home and colonial estimates, irrespective of India. This is a decrease of 5,000 men from last year.

The motion brought in the Italian Chamber of Deputies by the Socialist party proposing complete abolition of religious instruction in the schools of Italy was defeated on February 27 by a large majority. It was supported only by the Socialists, the Radical Republicans and a few dissident Conservatives.

A military court, sitting at St. Petersburg, on February 27, condemned to death seven of the terrorists charged with complicity in the recent attempt upon the lives of Grand Duke Nicholas Nikolaievitch and M. Chtcheglovitoff, the Minister of Justice, and sentenced three others to fifteen years' imprisonment at hard labor.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Any one knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienkrantz & Sons, Aptos, Santa Cruz County, Calif.

Pacific Coast Marine.

Beginning March 15, the new submarine bell attached to the lightship at the mouth of the Columbia River will sound regularly. It will sound the number "88."

Representative Kahn introduced a bill in Congress on March 6 providing that life-saving apparatus shall be placed on the Farallones, off San Francisco, to be in charge of one surferman and manned by volunteers.

The ship W. H. Macy, which left San Francisco on January 7 with a cargo of lumber, made a smart voyage to Sydney, Australia, arriving at the latter port on March 3. The Macy will bring back a cargo of coal from Newcastle.

According to the Valdez Grand Jury, its investigations have proved that the laws prohibiting fish traps in Alaska streams are being constantly violated, and there is great danger of salmon being exterminated in some of the streams.

When the new fishery protection cruiser to be built by the Dominion Government for service in British Columbia waters is ready, it is proposed by the Marine Department to organize a naval militia on the British Columbia seaboard and to train seamen for naval service and instruct them in gunnery.

According to men of long experience along the water front of San Francisco, there probably have never been at any one time so many steamers of large carrying capacity gathered together at any of the wharves as were to be seen on March 6, busy loading and discharging at the Greenwich and Union street docks.

Officers of the Alaska Pacific Steamship Company have decided to at once equip their steamers, the Buckman and Watson, with wireless telegraphy. The two liners carry many passengers on each voyage from San Francisco to Seattle, and the advantages of wireless on a run of this kind appealed to the officers of the company.

The 253-ton schooner J. D. Spreckels has been bought by the Alaska Commercial Company to be used as a supply tender for its northern stations, in addition to other work. The J. D. Spreckels will be overhauled before being fitted out for her new work, and is expected to get away from San Francisco in about two months.

Success has crowned the expedition of the revenue-cutter Thetis, which went north recently under instructions to rescue the stranded crew of the Japanese schooner Satsuma Maru, which was driven on a glacier at Yakutat Bay, Alaska, early in November last. A private cablegram received on March 5 announces that the entire party has been successfully taken off and is now aboard the cutter, which is proceeding to Port Townsend, Wash.

The German ship Louise, which arrived at San Francisco on January 25, after a stormy voyage from Bremerhaven, has been rechristened Charger since being bought by J. Woodin, and sailed from the former port on March 7, in charge of Captain Oscar F. Anderson for Puget Sound. The Charger is now flying the Stars and Stripes for the second time in her career. Captain Anderson will take her in ballast to the Sound, where in all probability she will load mining supplies for Nome.

With four splendid new vessels, each capable of carrying eighty-nine first cabin and 1500 Asiatic and steerage passengers, in addition to 10,000 tons of cargo, the Chargeurs-Reunis Company will make an attempt to capture the passenger and commercial trade of the Pacific, between the Orient and San Francisco. These four modern steamers, in addition to six others owned by the same company, when in full running order, will maintain a regular monthly schedule to San Francisco.

Following is the reinsurance list, as posted at San Francisco on March 6: Ship Castle Rock, 164 days from Sydney, Australia, to West Coast, N. A., 90 per cent; bark Gertruida Gerarda, 165 days from Port Talbot to Marjillones, 70 per cent; ship Falklandbank, 119 days from Port Talbot to Valparaiso, 10 per cent; bark Ville du Havre, 134 days from San Francisco to London, 8 per cent; bark Kylemore, 74 days from Cape Town to Adelaide, 25 per cent; ship Leyland Brothers, 92 days from Valparaiso to Astoria, 15 per cent.

The American Shipmasters' Association of the Pacific Coast resents the statement attributed to

members of the Redondo (Cal.) Chamber of Commerce that the majority of vessels wrecked at that port were in charge of drunken masters. Captain Alexander Bergman, Secretary of the Association, has drafted a letter in refutation of the statement, which is characterized as an attempt to whitewash the port of Redondo at the expense of captains of steamers who have lost their vessels in a harbor the fitness of which is questioned.

Captain William Kessel, master of the American ship Emily Reed, which was stranded near the mouth of the Nehalem River, Or., on the morning of February 14, filed a wreck report in the Custom-house at Astoria, Or., on March 2. The report places the value of the vessel at \$25,000 and her cargo at \$10,000, and says the cause of the accident was an incorrect chronometer and the fog. No assistance was rendered or was possible, there being no one in the vicinity, and the captain adds that, upon hearing the breakers he tried to keep the vessel off, but she struck immediately afterward.

Officers of the Pacific Coast Steamship Company speak very optimistically of the improved tone which the coastwise shipping trade is already beginning to assume. The dullness of the winter traffic, in fact, appears to be working off a little earlier this year than usual. It has been found imperative, in order to cope with freight and passenger business on the Eureka route, to order another steamer on the route, in addition to the City of Topeka, and the officers of the steamer Pomona have been instructed to have her in readiness to start for the northern port during the present week. All the way along the Coast the signs of the same revival of business are apparent.

Shipmasters running out of Tacoma, Wash., to Southwestern Alaskan ports are of the opinion that the Government should at once provide aids to navigation, as the northern coast is dangerous at all times, especially in stormy winter weather. Captain J. C. Downing of the steamer Portland, with headquarters in Tacoma, suggests that the Government afford temporary relief by placing automatic acetylene gas combined light and whistling buoys, which have proved of great value. He says these could be distributed without delay while the Government is building the necessary lighthouses. The points where lights are most needed include Cape St. Elias and Ocean Cape, at the entrance to Icy Strait.

Most of the coastwise steamship companies have determined to abolish the positions held by various persons as passenger agents for the coastwise traffic. It is understood that this course has been adopted partly on the ground of economy, but officers of one of the coastwise companies state that a reason in addition to economy is the prevention of misunderstandings which frequently arose between persons booking passages and the steamship companies. The companies which have adopted the new plan include the Pacific Coast Steamship Company, Charles P. Doe & Co., the Alaska Pacific Steamship Company, the West Coast Steamship Company, which controls the majority of steam schooners on the Coast, and the Independent Steamship Company.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

Frank A. Duryea, for several years past an assistant United States attorney in San Francisco, has opened law offices at No. 10 Third street, near Market, and will give special attention to practice in the United States Courts. He is also managing at the same place a school for the instruction in civil government of applicants for naturalization.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 11, 1908.

OBEY THE COURT!

The summary of the Supreme Court decision in the Hatters' case, published in this issue, fully bears out the statement of President Gompers concerning the far-reaching effects of the judgment. It is within the bounds of reasonable construction to say that the decision in the Hatters' case practically places the trade-unions of the country in the category of conspiracies, thus forcing these bodies back to a position from which they had emancipated themselves with great toil and after a long period of legal and social persecution. Upon the principle that the best way to secure the repeal of a bad law is to enforce it, the best way to demonstrate the injustice of the Supreme Court's decision is to implicitly obey it. Accordingly, the American Federation of Labor has decided to discontinue the "We Don't Patronize" list. In this connection we republish the personal statement addressed by President Gompers to organized labor and its friends, as follows:

It has seldom occurred that I have found it necessary to use the first person in addressing my fellow-workers and the people through the editorial columns of the American Federationist. What follows here refers to such an extraordinary circumstance and affects the labor organizations, their members and our friends so fundamentally, that I am impelled to address them in the most direct manner. The Supreme Court of the United States on February 3, 1908, rendered a decision in the case of the hat manufacturer Loewe against the United Hatters of North America, and decreed that the Loewe suit for threefold damages can be maintained under the Sherman Anti-Trust law. The Supreme Court holds that the action of the Hatters, as described in the complaint, is a combination "in restraint of trade or commerce among the several States," in the sense in which those words are used in the Sherman law.

A decision by the Supreme Court, the highest tribunal of the country, is law and must be obeyed regardless of whether or not we believe the decision to be a just one.

We protest that the trade-unions of the country should not be penalized under the provisions of the Sherman Anti-Trust law. In fact, I KNOW that Congress never intended the law to apply to the labor unions, but the Supreme Court rules that it SHALL apply to them; therefore, pending action by Congress to define our status and restore our rights by modifying or amending the Sherman law, there is no alternative for labor but to obey the mandate of the court.

Under this decision the publication of a "We Don't Patronize" list in the American Federationist, or any other publication, makes the organization and the individuals composing it liable to monetary damages and imprisonment (see sections 1, 2, and 7 of Sherman law quoted else-

where). This being the case I feel obliged to discontinue the "We Don't Patronize" list.

This course I pursue upon the advice of the legal counsel of the American Federation of Labor, as to the far-reaching character of the decision of the Supreme Court. This action is also advised by my colleagues of the Executive Council.

I have no words adequate to express the regret I feel at being obliged to take this action, especially as in the opinion of competent lawyers—and their opinion is shared by many other laymen as well as myself—this decision by the Supreme Court is unwarranted and unjust, but until Congressional relief can be obtained it must undoubtedly be binding upon us all. Were it only myself personally who might suffer, for conscience sake I should not hesitate to risk every penalty, even unto the extreme, in defense of what I believe to be labor's rights. In this case of the adverse court decision, and indeed in every other circumstance which may arise, I think those who know me do not question my loyalty, devotion, and willingness to bear fully any responsibility involved in the forwarding of the cause to which my life is pledged; but unfortunately the terms of the decision are such that no one person, even though President of the American Federation of Labor and willing to assume entire responsibility, will be permitted to take upon himself the sole penalty of protest against what I and every member of every organization affiliated to the American Federation of Labor, and indeed every patriotic citizen, must feel to be a most sweeping drag-net decision making the natural and rational voluntary action of workmen unlawful and punishable by fine and imprisonment.

Personal willingness to bear the penalty would avail nothing in this instance to spare the other men of labor and our organizations from the penalties decreed to them by the Supreme Court, in fact such an attempt on my part would involve a vast number of people who would be held equally responsible with me.

I would fail in performing my duty, though it is a painful one, did I not point out that under this decision each and every officer and member of every labor organization becomes liable for any violation of the decision by any one, not only as to his organization but individually to the extent of whatever his possessions may be.

I think our men of labor will agree with me that I have no right to expose them to the heavy penalty for disobedience under this decision of the Supreme Court.

I will say briefly here, as I do more fully editorially, that while obeying the decision of the court I feel most deeply that never in the history of our country has there been so serious an invasion of the rights and liberties of our people.

Under the court's construction of the Sherman law the voluntary and peaceful associations of labor that are organized for the uplifting of the workers, these unions I say, are made the greatest offenders under the Anti-Trust law.

It is almost unbelievable that our unions which perform so important a service in the interest of civilization and moral and material progress are to be accorded the treatment of malefactors. Yet the more carefully this decision is read the more absolutely clear does it become that our unions are to be penalized by it, as the most vicious of trusts were intended to be, yet the trusts still go unpunished.

I have a strong hope that Congress will promptly take heed of the injustice that has been done the workers, and will so amend or modify the Sherman Anti-Trust law, that the labor unions will be restored to the exercise of the powers and rights guaranteed to all our citizens under the Constitution.

It is not conceivable that Congress will turn a deaf ear to the rightful demand of the workers of the country for relief from this most amazing decision, but until such time as relief is assured, I am compelled, for the safety of our men of labor, to obey literally the decision of the Supreme Court; but this situation created by the court must be met. It will be met.

While abiding by this decision, I urge most strongly upon my fellow-unionists everywhere to be more energetic than ever before in organizing the yet unorganized, in standing together, in uniting and federating for the common good.

Be more active than ever before in using every lawful and honorable means, not only to secure relief from the present situation at the hands of Congress, but in the doing of everything which may promote the uplifting and noble work of our great cause of humanity. Like all great causes it must meet temporary opposition, but in the end it will accomplish all the more on account of the trials endured.

SAMUEL GOMPERS,

President American Federation of Labor.

In conformity with the policy of the American Federation of Labor, the JOURNAL, with this issue, discontinues the publication of the "We Don't Patronize" list. In doing so, we can only repeat the expressions of regret voiced by President Gompers on his own behalf, that the JOURNAL at this late day finds itself denied the right to counsel with and appeal to its readers for support on behalf of the cause with which we are identified. In

matters of this kind, however, much depends upon concert of action. Even should the JOURNAL's judgment differ from that of the American Federation of Labor, concerning the proper attitude in the circumstances, we should still feel bound to act in accordance with the policy of the latter. As it is, we are convinced that the policy of the Federation is right, and therefore best calculated to produce good results in the end. Our readers will therefore know that the JOURNAL's silence as to the identity of unfair employers is forced upon us by the judgment of a tribunal from whose decision there is only one method of appeal, namely, to the people's representatives in Congress. The JOURNAL urges its readers to take the situation into careful consideration, and to act as the circumstances require.

MORE SUBSIDY TALK.

Will J. French, Secretary of Typographical Union, No. 21, of San Francisco, widely known as a clear thinker on public questions, discusses the Ship Subsidy bill in the columns of the Labor Clarion, of San Francisco, as follows:

Congress is in the throes of a debate over the Ship Subsidy bill. One of the daily papers of February 26 prints an editorial referring to the opposition, containing this sentence: "Now that the bill is up for discussion, we may expect a yawp of protest from the class that is constantly bemoaning the absence of the American flag from the high seas, and which resists the adoption of the only method by which it can be made familiar."

The foregoing is a sample of a good deal of the argument heard on the question. On the face of it, the desire to maintain American supremacy for American trade on the seas, especially when it comes to carrying the mails, is very proper and equally desirable. Likewise to be commended is the agitation for a merchant service as part and parcel of the naval reserve. The theory, however, differs somewhat from the practice, a not uncommon occurrence. Congress has opposed clauses in the bill requiring white sailors on the vessels that would be benefited by the subsidy, and provisions and amendments introduced to that end have either been defeated or emasculated so that their authors wouldn't recognize their own handiwork. In other words, those desirous of Federal support in carrying mail to and from our shores, attempt to gain favor on a false premise. They tell us of the advantages of having American bottoms, and imply as a corollary that American sailors will man the ships. Wherever an effort is made to make this generally accepted belief part and parcel of the law, as it should be, there is a unanimity of dissent. * * *

It is true that the proposed law requires at least a small proportion of white men as part of the complement of each ship, but this simply begs the question, for it is absolutely necessary to have stewards and waiters who can talk to passengers. The point at issue is the crew—whether the color shall be white or brown, whether the Caucasian or the Asiatic shall be trained for possible use in the American Navy. The representatives of the seamen argue that if the Subsidy champions will confine their advocacy to the carrying of cargo or mail, without attempting to use the personnel of the crews to gain a point, then the issue will be clear cut. * * *

After all, it is the battle of the man with American ideals against the cheap man, and may the former win.

Brother French is to be commended upon the grasp of the Subsidy question evidenced by his remarks. Incidentally, it may be noted, that these remarks, coming as they do from a source not directly concerned in the fate of the Subsidy bill, indicate a widespread interest, as well as information on the subject. This latter feature of the situation affords the best promise that the Subsidy question will yet be settled in favor of the American people, rather than in favor of any one class or interest. Whether or not the "man with American ideals" shall win out in the contest depends largely, if not entirely, upon the degree of intelligent study given the matter by the American people. With reasonable assurance upon this point the outcome may be looked forward to with equal confidence.

SUPREME COURT ON HATTERS' CASE.

(Continued from Page 2.)

Senator Sherman offered a proviso at the end of the first section of the bill reported by the Committee on Finance. He said: "I take this proviso from the amendment proposed by the Senator from Mississippi, Mr. George. I do not think it necessary, but, at the same time, to avoid any confusion, I submit it to come in at the end of the first section."

Thus showing that Senator Sherman believed that the bill without the amendment excluded the laboring and agricultural organizations from the operation of the act. Indeed in conference he so expressed himself to the writer.

Amendment: "Provided that this Act shall not be construed to apply to any arrangements, agreements, or combinations between the laborers, made with a view of lessening the number of hours of labor or the increasing of their wages; nor to any arrangements, agreements or combinations among persons engaged in horticulture or agriculture, made with a view of enhancing the price of agricultural or horticultural products."

Some discussion was had upon this amendment by Senators Plumb, Sherman, Ingalls, Teller, Turpee, Blair, and the word "their" was added between the words "of" and "own" in the last line of the amendment, so as to make it read "the price of their own agricultural or horticultural products," and with this single addition THE AMENDMENT WAS AGREED TO.

Discussions continued and on the following day, March 26, Senator Stewart, of Nevada, said:

"The original bill has been very much improved and one of the great objections has been removed from it by the amendment offered by Senator Sherman, which relieves the class of persons who would have been first prosecuted under the original bill without the amendment. I am very much gratified that the Senator offered the amendment and that the Senate adopted it. THE BILL OUGHT NOW IN SOME RESPECTS TO BE SATISFACTORY TO EVERY PERSON WHO IS OPPOSED TO THE OPPRESSION OF LABOR AND DESIRES TO SEE IT PROPERLY REWARDED."

This amendment to the Act was made while the Senate was sitting in Committee of the Whole.

The Senate resumed consideration of the bill on March 27, and when the amendment just referred to was reached, Senator Sherman arose and said: "That is an amendment offered by the Senator from Rhode Island, Mr. Aldrich, and I call the attention of the Senate to it. In my judgment this amendment practically fritters away the substantial elements of this bill." Senator Blair corrected Senator Sherman and told him that the amendment referred to was the one offered by himself and not by the Senator from Rhode Island.

A discussion followed, in which Senator Edmonds of Vermont participated. He opposed the amendment, but in the course of his remarks said:

"Well, here we are! I do not blame the farmers of the United States at all. On the contrary, I support them when everybody is turned against their interests in organizing themselves to defend them. BUT IF CAPITAL AND MANUFACTURING INDUSTRIES BEGIN TO REGULATE, TO REPRESS AND DIMINISH BELOW WHAT IT OUGHT TO BE, THE PRICE OF ALL LABOR EVERYWHERE THAT IS ENGAGED IN THAT KIND OF BUSINESS, LABOR MUST ORGANIZE TO DEFEND ITSELF."

Senator Hoar of Massachusetts followed Senator Edmonds in the discussion upon this amendment as it offered to protect labor:

"I wish to state in one single sentence my opinion in regard to this particular provision. The Senator from Vermont thinks that the applying to laborers in this respect a principle which was not applied to persons engaged in the large commercial transactions which are chiefly affected by this bill, was indefensible in principle. Now, it seems to me that there is a very broad distinction, which, if borne in mind, will warrant not only this exception to the provisions of the bill, but a great deal of other legislation which we enact or attempt to enact relating to the matter of labor. When you are providing to regulate the transactions of men who are making corners in wheat, iron and other products, speculating or when they are lawfully dealing with them without speculation, you are aiming at a mere commercial transaction, the beginning and the end of which is the making of money for the parties and nothing else. That is the only relation that transaction has to the state, but is the creation or division of much of the ownership of the wealth of the community; but when the laborer is trying to raise his wages, or is endeavoring to shorten the hours of his labor, he is dealing with something that touches closely, more closely than anything else, the government and the character of the state itself. THE LABORER WHO IS ENGAGED LAWFULLY AND USEFULLY AND ACCOMPLISHES HIS PURPOSE IN WHOLE OR IN PART, ENDEAVORING TO RAISE THE STANDARD OF WAGES, IS ENGAGED IN THE OCCUPATION THE SUCCESS OF WHICH MAKES REPUBLICAN GOVERNMENT ITSELF POSSIBLE, AND WITHOUT WHICH THE REPUBLIC CAN NOT, IN SUBSTANCE,

HOWEVER IT MAY NOT ONLY DO IN FORMATION, CONTINUE TO EXIST.

"I hold, therefore, that as legislators, we may constitutionally, properly and wisely allow laborers to make associations, combinations, contracts, agreements for the sake of maintaining in advance their wages in regard to which, as a rule, their contracts are to be made with large corporations who are themselves but an association or combination of capital on the other side. When we are promoting and even encouraging that, we are promoting and encouraging what is not only lawful, wise and profitable, but absolutely essential to the existence of the commonwealth itself."

Further discussion followed and Senator Walthall, of Mississippi, moved to refer the bill and the amendment to the Committee on the Judiciary, with instructions to report within twenty days, which carried by a vote of 31 yeas, 28 nays.

On April 2 the bill was reported out by the Committee on the Judiciary, but the amendment agreed to in Committee of the Whole was not included.

Though at the time we doubted the wisdom of that amendment being omitted, we were assured by several that under the reconstructed bill labor and agricultural organizations were not included.

On April 8 the bill passed the Senate as reported by the Committee on the Judiciary, by a vote of 52 yeas, 1 nay. It passed the House on June 21, 1890, and was approved July 2, 1890.

In the Fifty-sixth Congress, a bill was introduced, known as H. R. 10,539, intended to amend the Sherman Anti-Trust law. During its consideration by the House Committee on the Judiciary, representatives of the American Federation of Labor requested the adoption of the following amendment:

"Nothing in this Act shall be so construed as to apply to trade-unions or other labor organizations organized for the purpose of regulating wages, hours of labor, or other conditions under which labor is to be performed."

The committee declined to accept this amendment, but when the bill was reported to the House, Representative Terry made the motion to adopt the amendment, which was agreed to, and the bill as amended passed the House by a vote of 259 yeas and 9 nays.

The bill then went to the Senate, but no action was taken; therefore it died on the expiration of that Congress.

Yet no one will pretend to say that both these quoted provisions excluding labor from the operation of the law were not the expression of the separate judgment of the Senate and of the House of Representatives, though not jointly enacted.

Does not this brief review of the history of legislation upon the subject of the Sherman Act clearly indicate what Congress had in mind when it enacted this legislation? And yet the Supreme Court assumes that because both Houses did not JOINTLY adopt a specific provision excluding the labor organizations from the operations of Anti-Trust laws, therefore they were included.

We must protest against the penalizing of the labor unions under the carelessly worded provisions of an anti-trust law, which we understand since the court's decision has resulted in the grand jury of New Orleans indicting seventy-two workmen under its provisions, while at the same time the most vicious and rapacious trusts flourish and wax great upon the "restraint of trade and commerce" which they are able to exert, yet not all the machinery of our Government or of courts seems adequate to bring these real trust offenders to the place where the Sherman Anti-Trust law really applies to them. In the confusion caused by this misapplication of the Sherman law to the labor unions, the illegal and vicious trusts are likely to still further escape punishment. Thus they may profit by the injustice done to labor.

The trend of legislation in civilized countries, including our own, has been to remove the associated efforts of the wage-earners for their mutual and common protection from the ban of conspiracy or the implication that they are in unlawful restraint of trade. As a matter of fact, acts and laws have been passed by other countries and in our own specifically declaring that the organizations of workmen instituted for the purpose of regulating hours of labor and other conditions of employment and increasing wages were not to be held as conspiracies or organizations in restraint of trade.

Congressional Relief Imperative.

We expect that the present Congress will take prompt action to so amend or modify the Sherman law that there can be no question as to its application. We shall ask such enactment restoring the rights of unions and agricultural associations so that the association of human beings for education and progress may never again be confounded with the sordid and material activities of trusts. We believe that the people as a whole will be with us in this effort.

And even should Congress grant the desired relief in this case, we shall still advise the utmost political activity on the part of our workers and friends. This decision has shown us the necessity of eternal vigilance.

It is well that Congress is in session at the time this decision is handed down, for we can now make our appeal directly to it for relief. We confidently expect that Congress will appreciate the injustice which has been done directly

(Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 9, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. Ellison presiding. Secretary reported shipping dull and no change in the steam-schooner situation.

A. FURUETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Mar. 2, 1908.
Shipping very dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Mar. 2, 1908.
Shipping dull; prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 1, 1908.
Shipping and prospects still poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 2, 1908.
Situation improving.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Mar. 2, 1908.
Shipping quiet; prospects poor.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 1, 1908.
Shipping slack; prospects better.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 2, 1908.
Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Feb. 24, 1908.
Situation quiet.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 5, 1908.

Regular weekly meeting was called to order at 7:30 p. m., John Boose in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Feb. 27, 1908.
No meeting; shipping quiet.

JOHN MEADE, Agent pro tem.

San Pedro Agency, Feb. 27, 1908.
No meeting; shipping and prospects poor.

CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Mar. 6, 1908.

Regular weekly meeting came to order at 7:30 p. m., Ed. Andersen in the chair. Committee on wage schedule reported progress. The following were elected officers for the ensuing term: Treasurer, Ed. Andersen; Secretary, I. N. Hylen; Astoria Agent, H. M. Lorntsen; Seattle Agent, Hans Goranson.

I. N. HYLEN, Secretary.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 2, 1908.
Situation quiet.

WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.
Headquarters, Boston, Mass., Mar. 3, 1908.

Condition improving.
WM. H. FRAZIER, Secretary.

1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Feb. 26, 1908.
Shipping dull.

DANIEL SULLIVAN, Secretary.

DIED.

Christian Brakman, No. 1211, a native of Russia, aged 27, died at San Francisco, Cal., on March 7, 1908.

August Gustafson, No. 787, a native of Sweden, aged 23, drowned from the schooner C. T. Hill, at sea, on Feb. 27, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

MORE APPOINTMENTS.

The appointment of masters and engineers of the Tonawanda Iron & Steel Company fleet of ore carriers, and the steel freighters owned by the Niagara, the Weston and the Frontier Steamship companies were made recently by Manager W. M. Mills. The appointments are:

Masters—Tonawanda Iron & Steel fleet, steamer John F. Eddy, C. C. Hanley; Fleetwood, Alex Johnson; Oceanica, F. A. Gould; Clyde, J. T. Kenny; Veronica, T. Keischgens; H. E. Packer, Charles Christie; C. F. Curtis, Frank Conlin; B. L. Pennington, J. H. Christie; Moravia, Alex. Mills; N. C. Holland, John O'Brien; T. S. Fassett, A. O. Henderson.

Steel freighters—W. M. Mills, J. R. Hesson; L. S. De Graff, R. H. Pardy; W. B. Kerr, George H. Lane; William A. Rogers, John L. McIntosh; Charles Weston, J. A. Fleck; J. G. Monro, C. E. Sayre of Mason, Mich.

Engineers—Tonawanda Iron & Steel fleet, John F. Eddy, John O'Mare; Fleetwood, Thomas H. Ward; Oceanica, James Rossan; Clyde, J. A. Westrick; Veronica, Otto Zilke; H. E. Packer, Fred Hebard; C. F. Curtis, John Johnson.

Steel fleet—William A. Rogers, W. J. Cunningham; Charles Weston, R. Shinsky; W. B. Kerr, J. I. Kinsey; L. S. De Graff, H. D. Field; W. M. Mills, E. H. Cottrell; J. G. Monro, C. H. Menmuir.

The merchandise traffic of 1907 through the Detroit River amounted to 67,292,504 net tons, compared with 60,578,155 net tons for 1906.

Of this total 46,966,193 tons represented iron ore, lumber and grain from the Northwest, bound to Lake Erie ports, of which 35,405,866 tons were iron ore. The north-bound traffic represented 20,326,311 net tons, of which 18,427,121 net tons was coal from the mines of Ohio, Pennsylvania and West Virginia.

Excepting the Detroit River, the Sault Ste. Marie Canal is the greatest water thoroughfare in the world. An average of one steamer every twelve minutes passes through day and night, carrying more freight than enters the harbors of New York, Boston, Philadelphia, Baltimore, Charleston and Savannah combined; more than enters London, Southampton and Liverpool combined; more than the tonnage of the Suez, Manchester, Kiel, Amsterdam, Corinth and all the other canals of the world combined.

There is no other basis of comparison.

In 1881 the freight traffic through the Soo Canal was 1,567,741 tons.

In 1886 it was 4,572,759 tons.

In 1891 it was 8,888,759 tons.

In 1896 it was 16,239,000 tons.

In 1901 it was 28,403,065 tons.

In 1905 it was 44,270,680 tons.

In 1906 it was 51,751,080 tons.

In 1907 it was 58,217,214 tons, or more than twice as much as the total of 1901 and nearly four times as much as the total ten years ago.

Demand the union label on all products.

NEW SOO LOCK.

The first lock at the Soo, except the little batteau lock of the early settlers, was built by the State of Michigan, subsidized by a Federal land grant in 1855. The canal was a mile and a half long, 13 feet deep and 100 wide. After the Civil War General Weitzel designed the lock which still bears his name. This lock was not finished until 1881. It is still big enough to be of use, 515x80 feet, with 17 feet on the sills. It takes in all but the biggest of the freighters as they go up light, though it is not deep enough to hold them coming down. It admits any passenger steamboat on the Lakes, and is kept busy the entire season. In 1886 the United States began work on the big Poe lock, and a year later the Canadian authorities commenced a huge structure on their side.

The Poe lock is in point of capacity the largest in the world, though it will be outdone by the new lock which is to be built between it and the falls, and by those of Panama. It is 800 feet long and 100 feet wide, and has 22 feet of water over the sills. It took ten years to complete it. In this lock now four or even five vessels are sometimes locked through at a single lockage. The Canadian lock is 900 feet long and 60 feet wide.

Warned by their experience in the Poe lock, the engineers will not try to make a chamber in the new lock in which two vessels can lie side by side, as too much time is lost in "packing" them in. Instead, the lock will be extended and narrow, 1,350 feet long by 80 feet wide. The longest vessel now on the Lakes measures 605 feet over all.

MORE APPOINTMENTS MADE.

The following appointments of masters and engineers for 1908 on boats managed in the office of Richardson & Co. were recently announced:

Steamer Howard Hanna, Jr.—Captain, Thomas Wilford; engineer, James Falconer.

Steamer David Z. Norton—Captain, John H. Babbitt; engineer, A. C. Bowen.

Steamer W. C. Richardson—Captain F. J. Burke; engineer, James Bennett.

Steamer Samuel Mitchell—Captain, William Hagan; engineer, Oscar Anderson.

Steamer J. H. Wade—Captain, C. W. Willett; engineer, Henry Landers.

Steamer Roumania—Captain, B. R. Walker; engineer, A. J. Schryver.

Steamer William Edwards—Captain, J. E. Stover; engineer, Moses Blondin.

Barge Chickamauga—Captain, H. W. Phillips.

Barge Crete—Captain, George Mackie.

Barge Golden Age—Captain, Walter Stalker.

Captain Trudell of the Life-Saving station at Grand Marais, has shipped his six-ton life boat to an Eastern works, where she will be equipped with motive power. The craft will be returned prior to the opening of the season of navigation. The station at Grand Marais is one of the most important on Lake Superior and the need of a power boat has been felt for a long time past.

GILCHRIST ENGINEERS.

Steamer.	Engineer.
Case	(—)
City of Genoa.....	Walter Patterson
City of Naples.....	Lewis Fittinger
City of Rome.....	Marcus Hill
Colonial.....	Carl Becker
Cumberland.....	William J. Nolan
C. A. Eddy.....	William Stroble
C. W. Elphicke.....	Peter Britz
Gilchrist.....	D. M. Foster
J. C. Gilchrist.....	John Parks
F. W. Gilchrist.....	Henry Jesson
Gen. Garretson.....	A. F. Hogle
C. C. Hand.....	F. O. Burrows
John Harper	A. L. Millet
F. W. Hart.....	C. J. Erickson
F. J. Hecker.....	A. L. Hatch
Helena.....	William Sicken
Hiawatha.....	C. T. Martin
R. L. Ireland.....	James S. Balfour
Jupiter.....	T. F. Higgins
Lake Shore.....	George Zanger
Lansing.....	J. R. Engert
Mars.....	Porter Robertson
H. P. McIntosh.....	H. L. Mitchell
Massachusetts.....	Marcus M. Barns
Thomas Maytham.....	Daniel Flint
Mecosta.....	Nelson Lockhart
Merida.....	Charles Burns
Merrimac.....	Gordon Potter
Neosho.....	Calvin Hatch
Neptune.....	Otto Elsholz
Neshoto.....	August Dumar
E. W. Oglebay.....	Thomas Harringer
Olympia.....	Peter Lamar
F. M. Osborne.....	William Brake
R. R. Rhodes.....	Guy Squire
G. H. Russell.....	John Maher
Saturn.....	D. T. Brown
E. N. Saunders.....	Martin Mitchell
R. E. Schuck.....	Joseph Berney
John Sherwin.....	T. A. Francombe
H. S. Sill.....	Thomas Burns
Steel King.....	Burt Beauchamp
Tacoma.....	Peter Robertson
C. Tower.....	E. Ellsworth
Uranus.....	T. F. Birch
Venus.....	John Conley
Vermillion.....	George B. Eaton
Volunteer.....	H. W. Barden
Vulcan.....	Robert Dornan
P. G. Walker.....	John Seymour
Wallula.....	Thomas Morrill
C. W. Watson.....	L. J. Mannion
J. L. Weeks.....	R. H. Reynolds
D. M. Whitney.....	C. A. Francombe
George F. Williams.....	Harry Stone
J. B. Wood.....	John C. Fritz
Lewis Woodruff.....	A. McLaren
A. P. Wright.....	August Lembke
Barge.	Engineer.
Antrim.....	William Marshall
Tyrone.....	J. W. Brahmes

The Detroit & Cleveland Steam Navigation Company has decided to build another new steamer to be operated between Cleveland and Detroit. She will be an exact duplicate of the City of Cleveland, which is now being finished at the shipyard in Detroit. The new steamer will be called the City of Detroit, and will probably be ready to go into commission at the opening of navigation in 1909.

LIFE-SAVERS' PAY.

The Life-Saving Service is in fair way to receive a boost at the hands of this Congress. The House committee on commerce has concluded its hearings, and is now going over the bill for amendments.

The sentiment of the committee is said to be in favor of a substantial increase in compensation, and there is reason for believing that this sentiment is shared by members of the House and Senate.

One proposition, designed to better the service on the Lakes, is to pay the surfmen all the year around, instead of paying them only for the open season.

The argument advanced in committee is that surfmen laid off for the winter months get other work and decline to go back to the service in the spring.

The Lovering bill, on which the hearings have been held, provides a 10 per cent increase on the completion of each five-year period of service, but no member of the service shall receive more than four such increases.

The bill also provides for pensions in case of disability, the pensions to be paid in accordance with the grade of the pensioner. For pension purposes a lieutenant of a Life-Saving district shall have the same rank as a lieutenant in the navy; a keeper of a station shall have the same rank as an ensign in the navy; a surfman shall rank as a warrant officer.

OUTLOOK FOR LUMBER.

Captain C. H. Weeks, lumber vessel broker, of Duluth, says that from present prospects the year 1908 will afford considerable tonnage for the lumber vessels in the Lake Superior trade, though, of course, considerably less than that of 1907.

"The lumber carriers would have been up against it for cargoes quite a long time ago," said Captain Weeks, "if it had not been for so many interior mills, tributary to Duluth, springing up and sending lumber to the head of the Lakes for boat shipment. This interior lumber production will for years to come be of much importance in the matter of increasing the lumber freight tonnage at this point."

The hard coal shippers of Buffalo have chartered vessel capacity to move 1,150,000 tons of coal next season at last year's rates. The coal which has been covered by Lake freight contracts will go to Chicago, Milwaukee and the head of Lake Superior.

Boats that trade to Milwaukee and Chicago will get 40 cents a ton and in case any of the coal is sent to docks in the south branch of the Chicago River 55 cents will be paid. The rate to the head of Lake Superior is 30 cents. Last season all the coal that was covered by freight contracts was moved at the rates quoted.

This is the first season chartering of any importance that has been done for 1908, and it will probably be several weeks before any more season contracts are made. The tonnage that has been lined up at Buffalo was taken by the Lackawanna and Lehigh people. The first-named company has chartered vessel capacity to move about 1,000,000 tons.

Demand the union label on all products.

MARINE ITEMS.

Robert and Richard Reuther have sold the fishing steamer Lillie K., of Milwaukee, to Elizabeth Reuther.

Captain C. E. Sayre, last year on the steamer Ishpeming, will sail the new Mills freighter, J. G. Monro, this year.

The steamer City of Racine has been placed in the Goodrich drydocks at Manitowoc for a thorough overhauling.

Operations were resumed March 1 by the Gillen Dock, Dredge and Construction Company, of Racine, on the east breakwater at Ashtabula. It is hoped to complete it this year.

The War Department has reported favorably on the projected harbor of refuge at Sand Beach. The appropriation asked is \$275,000.

The steamer Russell Sage has been chartered to carry 2,000 cords of pulp-wood from Quebec to Cleveland at \$3.75 a cord. She will make four trips in that trade.

It is probable that the emergency appropriation of \$275,000 for the Sand Beach harbor of refuge, which is approved by the War Department, will be carried in a special bill.

The bill asking for the appropriation of \$100,000 for a lighthouse and fog signal at the easterly end of Michigan Island, Lake Superior, has been introduced in Congress.

The steamer building at the Lorain yard of the American Shipbuilding Company for Captain D. Sullivan, of Chicago, will be named W. H. Wolff. The new boat will be completed in May. There is a wooden steamer W. H. Wolff on the Lakes.

The Edward Gillen Dock, Dredge & Construction Co., Racine, was the successful bidder for the work of constructing a foundation for the lighthouse to be erected by the Government on White Shoal Rock in Lake Michigan this summer. The bid of the Racine company was \$93,785.60.

The tug building for the Great Lakes Towing Company at Chicago will be named in honor of L. C. Sabin, superintendent of the locks at the Soo. The new boat will be a duplicate of the A. C. Harding, which is one of the best ice crushers on the Lakes. The engine of the tug Merrick will be placed in the new boat.

Congressman Ryan has introduced a bill to establish a light and fog signal ship at Point Abino, Lake Erie, at a cost of \$150,000. This is in Canadian waters but Canada can not be expected to maintain a lightship there as nearly all the commerce that passes the point is in American ships.

The Mutual Transit Company has decided that its boats will not touch at Escanaba this season, as the amount of business has proved unsatisfactory. Only about 4,000 tons of freight were shipped to Escanaba last year by the Mutual. The decision removes Escanaba from the all-water route from the East, and it is not at all relished by the business men.

STEAMER JUNO SOLD.

W. J. Pulling & Co., of Windsor, have sold the steamer Juno and consort Sligo to Haney & Miller of Toronto. The boats have been operated in the lumber trade, but have become rather small for the service required. The new owners are dredging contractors, who will use the tow in hauling stone on Lake Erie and Lake Ontario, in carrying out contracts for harbor improvements.

The Juno was built at Wallaceburg or Walkerville in 1885, and formerly was owned by Hiram Walker & Sons. The boat was acquired by the lumber firm about five years ago. The Juno is 139 feet long.

Built in Nova Scotia in 1874, the Sligo when she came out was considered one of the finest vessels of her type on fresh water. She made a trip or two across the ocean, and one of her cargoes was oil in barrels. She was caught in a heavy gale, and some of the barrels were broken. The boat was so soaked with oil that she was not available afterward for general purposes.

INFORMATION WANTED.

Daniel H. Brown is requested to communicate with Mrs. E. C. Brown, Algonac, Box 128.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

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(Lake District International Seamen's Union of America.)

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HOSPITALS AND RELIEF STATIONS.**UNITED STATES MARINE HOSPITALS.**

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
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Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

SUPREME COURT ON HATTERS' CASE.

(Continued from Page 7.)

to the workers, and hence indirectly to all the people. We believe that Congress will understand how important a portion of the body politic is comprised by the workers and will grant us the attention and prompt action which the injury merits. Congress must of necessity declare itself either for or against us at this time and should it fail to heed our request for justice we shall at once appeal to all the people to help us right our wrongs by electing representatives pledged to the interests of the people.

Already some bills have been introduced seeking to amend the Sherman law. When a bill has been perfected which will remedy the injustice done to labor by the recent court decision, it will be presented to Congress for consideration and every effort made to press it to passage.

Instead of being disheartened by this decision of the Supreme Court, our labor forces will only be cemented the more closely by the danger which threatens.

This decision will mean a greater awakening for labor than ever before. In fact, we feel assured that the people as a whole will join with us in securing representatives in Congress who will really represent the industrial, political, material interests of the masses. This work of safeguarding the interests and moral welfare of the workers and of all the people has already begun. It will be carried on with greater vigor since this decision shows the necessity of our being ably, firmly, clearly and fully represented in Congress, so that it will be impossible for the Supreme Court in future to ignore or misunderstand.

Our fellow-workers and the people as a whole will unite industrially and politically for the safeguarding and protecting of their interests. All need a more widespread knowledge of economic conditions and the trend of modern industry. In this effort we shall have the appreciation and assistance of all our people.

Another thing must not be forgotten. The union is a necessary and inevitable outgrowth of our modern industrial condition. To deny the union the exercise of its normal activities for the protection and advancement of its members and the advancement of society in general is to do a great injury to all the people.

This repression of right and natural activities is bound to finally break forth in violent form of protest, especially among the more ignorant of the people who, if penalized, as they may be under this decree, will feel great bitterness that they are deprived of the opportunity to improve their conditions by voluntary association.

The work and methods of the trade-unions and labor organizations are, by the very nature of their large numbers, an open book.

Labor Not Disheartened.

All men may know the actions and the doings of the labor unions. The loyal labor papers publish broadcast the aims and progress of the labor movement. The unions appeal to the intelligence, the character, the manhood, the patriotism, and the humanity of the workers and our fellow-men for sympathetic and helpful co-operation. Do the opponents of labor organizations imagine that they can crush the spirit and independence of the men of labor?

Can they imagine themselves in the "Fool's Paradise" where they have succeeded in eliminating the organizations of labor from our public life and body politic, these unions which have done so much to protect and promote the rights and interest and well-being of the American workman? It is inconceivable, but were it at all possible and the organizations of labor driven out of existence, what then?

Does any one imagine that America's workers will submit to the injustice, the greed and rapacity of unchecked corporate wealth without some form of resistance?

Kill the trade and labor unions of America; drive them out of existence by legislation and court decrees, and then each worker will be an irresponsible person, without association with his fellows, without opportunity for consultation, and without the constructive influence which open organization gives. Then will he seek his own redress in his own way.

Is such a chaotic condition desirable or preferable to the normal, rational, intelligent, peaceful organizations of labor of our time? We opine not. Such a condition must not and will not transpire.

The American labor movement is founded upon the inherent principles of justice and right. Its men are loyal—as loyal to the institutions of our republic as can be found in any walk of life. The unions of labor have done so much for the material, moral and social uplift of the toilers, that they are indelibly impressed upon the hearts and minds, not only of the workers themselves, but of every earnest, intelligent, liberty-loving, fair-minded citizen of our country.

The unions of labor will live. They can not be—they must not be—they will not be driven out of existence. Labor demands relief at the hands of Congress; demands it NOW.

A cooking school and a nursery are among the innovations at the First Presbyterian Church in Seattle, which is to be dedicated late this month.

DAMAGES FOR MATE.

United States Judge Dole, of Honolulu, T. H., on January 27, gave a decision allowing \$500 damages to Paul Peterson, second-mate of the schooner Robert Lewers, on account of the action of the master of the schooner in disrating him and making him go forward and work with the crew on the vessel's voyage to that port last September. The court not only finds that the evidence fails to show any excuse for discharging the mate, but that even if it was necessary to discharge him, he could not be disrated and made a member of the crew, but must rather be carried to port as a passenger. The decision says:

"It is established that the libellant shipped on the libellee on the 14th day of September, 1907, for a voyage from San Francisco to Honolulu and such other ports in the Hawaiian Islands as the master may direct, to Puget Sound and back to San Francisco, for a term not exceeding six months, at \$60 a month wages as second-mate. On the 6th day of October, between six and seven o'clock in the morning, while the libellee was off the island of Oahu, during libellant's watch, the master came on deck and after a few words with him ordered him to take his things and go forward among the sailors and perform the duties of a common sailor; on the next day, upon reaching port, the libellant left the ship and was later discharged by the Shipping Commissioner at Honolulu, his wages as second-mate being paid up to that date.

"It is recognized maritime law that a master has full authority for good reasons, of which the court is the final judge, to disrate any seaman and displace any subordinate officer. It is not very clear from the authorities as to the status of an officer upon being disrated. An A.B. sailor, upon being disrated, may be placed on any inferior footing and required to do the work at wages belonging to such position. It is not clear that a mate may be compelled to work as a seaman upon being disrated. The general rule is that a seaman who is disrated is entitled to his discharge at the next port.

"The prevailing Federal rule seems to be that a mate, upon being deprived of his authority, is displaced rather than disrated, and should be treated well for the rest of the voyage to the next port and is in the position of a quasi passenger and is not required to go forward and do sailors' work.

"Adopting this ruling as regards a second-mate as well as a first-mate, I find that the action of the master in compelling libellant to take his things from the cabin and go forward among the crew and do the work of a common sailor, is treatment calling for consideration on the question of the amount of damages, if the displacement was not justified.

"The libellant, with a long record of service as first and second-mate, with a license from authority as second-mate on steamships, has been grossly humiliated before his crew and has been damaged in his reputation so that wherever such disrating is known, it will tend to make it difficult for him to obtain such engagements as his license entitles him to. The action of the master in sending him to the fore-castle and compelling him to do the work of the crew, adds to the damage that he has suffered.

"I find that he is entitled to \$50 for his re-

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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turn voyage to the port where he shipped, and to the sum of \$500, as damages, and costs, and will so decree.

"SANFORD B. DOLE,
"Judge, U. S. District Court."

The viceroy of India in a telegram sent to London in the third week of January stated that the total number of persons in receipt of State relief in British India considerably exceeds 223,000, that the number is steadily increasing, that prices are rising, that the rise in prices is telling severely upon the poorer population, especially in the towns, and that, although the worst signs of acute distress are not yet manifest, still the suffering is great.

The authorities of Otaru in Hakkaido, Japan, have a scheme on foot to construct a floating dock, 220 feet long, 110 feet wide, and 34 feet deep, at a cost of \$29,000, and certain shipbuilding yards have been asked to tender.

The ruby is the most valuable of the precious stones. A four-carat ruby is quoted at about \$2250, and a ruby of forty-seven carats brought \$100,000.

EDISON'S CONCRETE HOUSES.

The uses of concrete are becoming quite wonderfully multifarious, and from an age of wood and stone and brick and even steel in building, bridge and like construction, we seem to be drifting into an age of cement. It is no longer a novelty to see great buildings cast in molds, column upon column and story upon story, with iron and steel reinforcement, and it is, of course, a comparatively small matter to construct small dwelling houses in the same way—small, except as to the cost. To build temporary wooden molds for a small house must be nearly as expensive as to put up the frame and close in a wooden dwelling, and as the molds must afterward be torn away and cannot readily be used again, the concrete house would cost about as much as the shell of a wooden house plus the cost of a concrete building.

To overcome this large lumber expense in concrete building, there are those who have planned the construction of permanent molds at particular places where concrete wall and column sections will be cast in large blocks and then shipped to the place of building. For dwelling houses, however, Thomas A. Edison has another plan which will, as he figures, not only remove from concrete the high-cost objection, but make the concrete dwelling the cheapest that can possibly be brought within reach. There has appeared in print a private letter written by him early this month, which seeks to correct certain misstatements regarding his plans, which have appeared in some of the newspapers. He then goes on to say:

"This winter I shall construct the iron molds and devise machinery whereby a full-sized house can be cast in twelve hours, after the molds are in position. At the end of six days the iron molds are removed and the house will be complete, including stairs, partitions, mantels, bath, etc., and after drying six days will probably be ready for occupancy.

"To build this house for \$1000 it is essential that it be erected on sandy soils, as the material excavated for the cellar is all that is required to build the house, except, of course, the cement. The cost of the iron molds will be about \$25,000, the cost of the other machinery about \$15,000. From this outfit an unlimited number of houses can be erected.

"It is probable that companies will be formed who will have several molds, each of a different design, and will go actively into business. I have not gone into this with the idea of making money from it, and will be glad to license reputable parties to make molds and erect houses, without any payment on account of patents, the only restriction being that the designs of the houses be satisfactory to me and that they shall use good material."

Given the required iron molds, which can be quickly put together, taken apart and transported from place to place without difficulty, the possibility of doing what he expects to do must apparently be admitted.

It will certainly be a most interesting achievement of modern invention that a whole dwelling house should be cast all at once in enduring stone as one would cast a simple shape of iron. If it works well then shall we see everlastingly durable houses put up "while you wait" and brought within the reach of all, and America, hitherto so

largely given over to flimsy and unendurable and inflammable wood construction for dwelling purposes, will become much more durably and solidly built up in stone than are the older and lumberless countries of Europe.—Springfield Republican.

ENGLISH A WORLD LANGUAGE.

The Berlin Board of Education has made a study of the English language compulsory in all the higher schools of that center. English is having a steadily increasing part in the curriculum of the higher institutions of learning all over the European Continent. Most of the graduates of the big schools of Germany, France, Austria, Italy and Russia have a knowledge of the English tongue among their attainments. William II speaks English better than he does French, although Parisian friends of the Kaiser have said that his French has the correct Parisian accent. Nicholas II speaks English better than he does German or French, two languages in which he has been credited with having a large knowledge. King Victor Emmanuel has recently surprised some American visitors by his mastery of their tongue, while President Fallieres is said to have made Ambassador White rather ashamed of his own facility in handling the United States speech.

In a larger sense perhaps than Emerson thought at the moment, the embattled farmers at Concord Bridge fired a shot heard around the world. The English language is gaining rapidly over all the tongues among the 1,600,000,000 people of the earth. About two-thirds of all the world's inhabitants which use it as a national speech reside in the United States. Even more than was true in Webster's time, England has dotted the surface of the whole globe with her military posts, and her morning drumbeat, following the sun and keeping company with the hours, circles the earth with an unbroken strain of England's martial airs. But by far the largest single force in giving the English language a world vogue has been the United States.

English has made a good deal of progress in the centuries which have passed since Charles V used to speak French on matters of business, Italian to women, German to his horses and Spanish to God. England was no part of the big Emperor's domain, and the English tongue was not held in very high regard as a permanency by some of her illustrious sons, like Bacon, who wrote in Latin or some other tongue the works which they feared would be lost if they appeared in Albion's vernacular. French is still the language of diplomacy, though even in that field English is making conquests. More and more throughout the world English is becoming the language of commerce and politics. When, a year or two hence, President Roosevelt makes that projected world tour he will be able to carry with him in his circuit the tongue which he has talked on the Potomac, the Hudson and the Mississippi.—St. Louis Globe-Democrat.

When Hamlin Garland has finished a novel he likes to strike out into the real country and rough it for a while. When the last proof of "Money Magis" had been turned over to the publishers he made a trail for the wilds of Wyoming where he is now on a ranch.

DOCTOR SCHLICK'S GYROSCOPE.

The apparatus which received a trial off the Tyne river is thus described by the American Consul at Newcastle. It consists of a heavy flywheel rotating about an axis which is initially vertical and is carried by a frame which can oscillate about a horizontal axis lying transversely in the vessel, the oscillatory motion of the frame being checked by means of suitably adjusted brakes. The flywheel is one meter (39.37 inches) in diameter, weighs 1106 pounds and revolves 1600 times per minute. There is no electrical installation in the boat, and the flywheel is driven by steam. The periphery is provided with rings of blades; the wheel being inclosed in a steam-tight iron casing and the whole worked as a turbine. The steam enters and leaves through the trunnions, exactly as an oscillating engine, while the lower end of the spindle of the flywheel is carried on ball bearings, and there is forced lubrication to both the upper and lower bearings. A regulator is fixed automatically to cut off the steam at a certain number of revolutions. There are two brakes controlled by hand wheels on deck; one a hand brake, by which the gyroscope can be locked in any position, and the other a hydraulic brake. When the flywheel is running at its working speed, if the casing is held firmly by the brake, so that it cannot swing, any rolling motion of the ship is not affected by the gyroscope. When the casing is allowed to swing, the motion being controlled by one of the brakes, the rolling is immediately checked and, for all practical purposes, destroyed. Each tendency of the ship to roll is changed into a fore and aft oscillatory motion of the gyroscope accompanied by development of heat energy in the brakes.

There is no accumulation of roll, and the ship is to all intents and purposes a steady platform, having only a vertical or heaving motion. Generally speaking, if a rapidly rotating flywheel is acted on by an external force which moves the wheel into another plane, the inertia of the wheel sets up a motion of the whole in a direction at right angles to the first external force. If this motion at right angles is allowed to take place, it sets up a force again at right angles to itself and equal and opposite to the first external force. Thus, the first external force, due to the rolling of the ship, causes the gyroscope to swing in a fore and aft direction, and the swinging sets up a force equal and opposite to the rolling of the vessel. The last mentioned force is changed into heat in the brakes and the ship is kept upright. If the apparatus were allowed to swing freely, the rolling of the ship would not be checked, but its period of rolling would be lengthened, and this alone would contribute to making the vessel more comfortable.

On Thursday last, although only ordinary sea conditions were encountered, yet the distinct effect of the gyroscope was conclusively demonstrated. Sea waves up to six feet high and fifty to one hundred feet in length were met with. The length of the wave was too short to show the apparatus to the greatest advantage, but the maximum roll to each side amounted to about fourteen degrees with the gyroscope out of action and the boat was kept steady with the gyroscope in action.

World's Workers.

The employes of all the railways in Uruguay have gone on strike. There are about 1200 miles of railway in Uruguay, which are controlled by British capitalists.

There is a big dispute in Adelaide between the street-car employes and the local traction trust, which insists upon maintaining the sweating ways of private enterprisers.

The recent big railway dispute in England, that was settled by conciliation, has secured for railway employes a six-day working week, with extra pay for Sunday work and other concessions.

Six large collieries in the southern district of New South Wales have been laid idle through the unreasonable attitude of the companies, which compelled the miners to strike for fair wages.

Out of 7,248 cases settled by voluntary conciliation and arbitration boards in Great Britain, during the past ten years, only 42, or 1 per cent of them, were preceded by stoppage of work by strikes.

A serious industrial dispute is looming at Oldham, in Lancashire, Eng., through the overbearing conduct of the Master Spinners' Associations in threatening to lock out 150,000 factory operatives.

Melbourne (Australia) cigarette makers have had their wages increased from 1s 6d to 3s per week, in consequence of the Excise clauses of the new tariff, which were originally suggested, and afterward forced through the Commonwealth Parliament, by the Federal Labor members.

Victorian and New South Wales post-masters are making a combined effort to have the money-order business in those States closed at 12 o'clock on Saturday. The Federal Postal Department is notorious for the scandalous way in which the men in the lower grades of the service are treated.

A provisional agreement looking to the ending of the shipbuilding and allied engineers' strike along the Tyne, Eng., was reached in London on February 24. At a meeting of representatives of the employers and of the labor leaders terms for a settlement of the difficulty were provisionally accepted.

According to the report of the Registrar for Friendly Societies and Trade Unions, there are 23 unions in Queensland, Australia, registered, 20 of these being wage earners and the other 3 employers' unions. The membership returns, the Registrar says, are not reliable; but probably exceeded 7,750 at the end of 1906, and over 4,000 of this number belong to the Australian Workers' Union.

Sawmill employes in New Zealand have obtained the following wage award from the Arbitration Court:

"First-class machinist, 1s. 4d. per hour; second-class machinist, 1s. 2½d. per hour; first sawyer, 1s. 3d.; second sawyer, 1s. 2d.; head yardman, £3 per week; yardman, 1s. 2d. per hour; yard laborer, 1s. per hour; cooper, 1s. 2d. per hour; box maker, 1s. 1d. per hour; casual laborer, 1s. 1d. per hour; night watchman (if in charge of one mill only) £2 5s. per week; engine-driver holding first-class certificate, 10s. per day; engine-driver holding second-class certificate, 9s. per day; fireman or driver without certificate, 8s. per day.

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CIGAR MANUFACTURER.

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439 SECOND STREET, COR. F,
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White Labor Only.

INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Oluf Ass, a native of Norway, aged 45, supposed to be sailing on the Pacific Coast, is inquired for. Address, Coast Seamen's Journal.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Chas.	Johansen, K. F. -1677
Ahlstedt, And.	Jorgensen, H. -1925
Akesson, HJ.	Jorgensen, Olaf
Alfsen, K.	Johansen, J. F. -1462
Andersen, E. -1149	Johansen, O. K.
Andreasen, O. S.	Johnson, H. L.
Anderson, Victor	Karlson, Oscar
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Anderson, Aug.	Kalning, Jacob
Anderson, H. M.	Kammner, A.
Andersen, A. -1520	Kelder, Edmund
Andersen, Chas.	Khalhetzer, F.
Andersen, O. -1531	Klaesson, Karl
Andersen, Andrew	Klahn, Chas.
Andersen, Olaf.	Koppen, B. O.
Andersen, O. L.	Kristoffersen, Emil
Andersen, Eskil	Kristiansen, Gustav
Andersen, J. -1514	Kushel, V. J.
Andersen, Gus	Kummerlowe, O.
Andersen, J. -1492	Kuselue, Pete
Andersen, Axel P.	Lain, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Lalx, U. E.
Benghsen, I.	Larsen, F. -1098
Behrsin, J.	Langvort, C.
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Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
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Billington, M.	Leusten, J.
Birklund, R.	Lewis, Geo.
Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Bohlman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
Campbell, Geo.	Lind, Gust.
Carlson, C.	Lockey, Harry
Carlson, A. M.	Loterus, M. P.
Carlson, A.	Lorntsen, J.
Capella, H.	Lundquist, A. -1352
Carlson, Jacob.	Luheek, R. A.
Cashineyia, Manuel	Luby, W.
Cameron, Fred	Lund, H. C.
Carl, V.	Lysell, Geo.
Cella, Ed.	Mason, S.
Cesner, Chas.	Mayers, P. M.
Christensen, Einar	Masterson, D.
Christiansen, P.	Markman, H.
Christiansen, Fred.	Meheut, Joe
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Christoffersen, And.	McKenna, P. J.
Charleson, M.	McAdam, J.
Christensen, J. -965	Mitchell, C.
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Courtney, Alf.	Mortensen, J.
Colby, Ernest	Morris, E.
Cortes, P.	Morse, Ben
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Curran, Nicholas	Nass, Axel
D. R. F. No. 4	Nelson, E. -126
Danielsen, Ernest	Nelson, S. -731
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Ekholm, Ellgins	Nyberg, Eric
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Emanuelson, L.	Olsen, Thor.
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Eriksen, A.	Olsen, Albert
Eriksen, Olav	Olsen, II. J.
Erikson, Allen	Olsen, Otto
Eskola, H.	Olsen, Harry
Evensen, Arnt	Olsen, Christ
Evensen, E. -551	Olsen, Anton
Feldji, J. A.	Olsen, G. E.
Fitzgerald, H.	Osses, A.
Flyn, J. P.	Osterholm, G. W.
Forslund, Wieher	Owens, J. H.
Follon, Thomas	Pankhurst, Thos.
Fredrikson, C.	Palmer, J. H.
Frankenberg, V.	Paulson, O. -1183
Frisland, Chas.	Paulson, Paul
Fyhn, A.	Pederson, Anton
Gad, Vincent	Pederson, K. -980
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Gabrielson, Gust.	Pederson, M. -908
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Garbers, H.	Polge, Louis
Gamber, Jas.	Pritch, Frank
Gad, Christ	Quade, P.
Geisler, Johannes	Quetscke, R.
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Gundersen, Andreas	Rasmussen, Fred
Gustafson, Rall	Reinick, H.
Gustafsen, A. W. -700	Reymond, L.
Gunther, Richard	Reinmann, Chas
Hagen, Chas.	Richardsen, H. -597
Hansen, Karl	Rose, W. H.
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Hardy, W. -606	Rydquist, Chas.
Halberg, Oscar	Sampson, C.
Hanson, W. -1620	Sande, A.
Hanson, Maurice	Sauer, C.
Hayden, Albert	Samuelson, A. M.
Halversen, E.	Samuels, J.
Hagman, H.	Scott, E. G.
Hakonen, G.	Schubert, Max
Hawkes, W. J.	Schubert, P.
Hansen, Ole T.	Scherluf, Rob.
Henninge, S. J.	Schmitt, F.
Hermansen, Frantz	Schafer, Paul
Hilgesen, H.	Schultz, W.
Herre, Edmond	Schulze, Aug.
Heggerson, Louis	Sebelln, Chr.
Hovdi, Paul	Seddon, R.
Holm, John	Shannon, H. C.
Haygaard, T. S.	Simonsen, B.
Holmes, T. A.	Sivertsen, Anton
Haglund, R.	Sivertsen, S. B.
Hofslund, M. B.	Slemers, B.
Iuersen, S. B.	Smith, Ed.
Jacobson, John A.	Smith, J. A. W.
Jensen, Hans	Smith, Ed.
Jensen, P.	Soiland, Arthur
Jorgensen, Alfred	Soderholm, Alaric
Jorgensen, J. -983	Sovik, C.
Jorgensen, Wm.	Soenvecke, A. -1321
Johanson, Johannes	Staff, C.
Johnson, C. -1592	Stander, A.
Johnson, J. A. -1659	Stelne, I. L.
Johansen, II. -2126	

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HONOLULU, H. T.

Storr, W. T. Wallace, A.
Stenmark, J. Wahlstedt, A. R.
Straton, W. Van Wanos, Geo.
Svendsen, S. -1714 Walmer, E.
Syverson, F. Froberg Walrath, C.
Sysmanti, H. Wahlstrom, A.
Taylor, Ed. Wrrich, P.
Thomasen, R. -2184 Wilson, S.
Tiesing, E. A. Witt, E. S.
Tongerson, K. Wimmer, Geo.
Tornquist, M. Winters, C.
Tuominen, A. Wickblad, O.
Udley, H. T. Woods, J.
Ustad, J. S. Wylurg, E.
Yonger, O.

Portland, Or., Letter List.

Andersson, A. Jansson, Joel
Andersen, Geo. Chr. Kristoffersen, Emil
Andersen, Fritjof Karlson, A. M.
Anderson, Algot Karlson, John -280
Anderson, N. S. Knopff, Fritz
Andreasen, Nels Lange, F.
Arras, Moritz Lettre, Honore
Borge, Sigurd H. Le Sollen, Pierre
Bartels, H. Lang, G.
Bartels, Otto Larsen, F. -1113
Boström, N. A. Le Fewre, Louis
Behrens, Emil Lindstrom, Emil
Bakke, C. Lerca, Paul
Bagdon, W. Lyche, Haris M.
Bauwens, Ed. Laine, Frank
Bergh, Edw. Maaack, Hans
Blum, Peter Nordenberg, Alf.
Bjorkman, Chas. Nordenberg, John
Berthelsen, Alfred Nelson, Louis
Bergquist, Stanley Nilsen, Edvin
Brookmann, Robert Nurni, E. W.
Cook, Harry Nordstrom, Knut O.
Cone, Pierre Ordig, Bruno
Conneche, H. Olson, Olaf
Capello, H. O'Malley, John
Dahl, John Olsen, Gunval
Dalton, Thomas H. Olsen, Arthur G.
Eriksson, E. J. Olson, Albert
Gustafson, A. Oleson, John
Goethe, Victor B. Peterson, J. A.
Gordlad, Arthur Pettersen, Harald
Gustaferson, Ellis A. Petersen, Ed.
Griel, B. Petersen, H.
Hansen, G. M. Peterson, John
Hansen, Aldan Pohlmann, Hans
Holmes, T. A. Rausen, Wilh.
Hogen, Bernt Rossbach, Walther
Hansen, Geo. Rosenvold, Isak
Hegan, Paddy Russell, Ed.
Haagensen, Martin Raetz, Aug.
Hartman, Karl Rasmussen, Adolph
Hansen, John Rasmussen, Andrew
Hansen, H. Schmidt, Fritz
Hansen, Harald Smith, Max
Henriksen, P. Sjoström, T. E.
Johnson, John H. Tamm, P.
Jacobsen, Ole Tornbeck, R.
Johnson, Andrew Wikstrom, Anton
Jensen, Hans Wernar, O.
Johanson, A. J. Wilsen, Anders
Johansen, F. B. Walther, M.

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Akesson, Hjalmar Ligerbrains, Gastie
Aken, E. Nilson, Hjalmar
Casey, J. W. Niken, M. V.
Coakley, Timothy Stackeasson, C.
Fernstrom, Sven Stevens, W.
Kuhl, Herman Svane, A.
Olsen, Alfred Weber, Ch. O.

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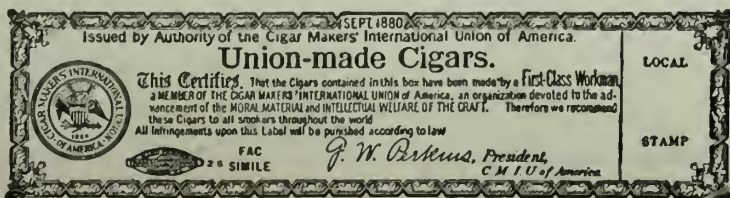
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**Home News.**

Joseph Fletcher, the oldest man in
Eastern Kentucky, died at Mount
Sterling, Ky., on March 6, aged 116
years.

Receiver Strawn of the defunct
Farmers and Drivers' National Bank,
of Waynesburg, Pa., has notified the
former directors that they will have
to contribute \$1,500,000 as a result of
the failure of the bank.

The Great Northern Railway will
pay the State of Minnesota nearly
\$1,000,000 in taxes this year. This
is \$60,000 in excess of 1906 and is
representative of the biggest year's
business in the history of the com-
pany.

W. T. Smith and J. W. Harper,
charged with embezzling \$32,000 from
the First National Bank of Hatties-
burg, Miss., were sentenced to serve
six years in the Federal prison at At-
lanta, Ga., at Biloxi, Miss., on Feb-
ruary 22.

The Court of Appeal, of Victoria,
B. C., has upheld the decision of Chief
Justice Hunter that the Natal Act
passed by the British Columbia Gov-
ernment was inoperative as far as
Japanese were concerned because of
the treaty between Japan and Great
Britain.

Without a dissenting vote the
House of Representatives on Feb-
ruary 28 restored the provisions to
increase the pay of non-commissioned
officers and men, and to prohibit the
private employment of Army musi-
cians for pay in the Army appropria-
tion bill.

Kern county, Cal., is to have an
exclusive Japanese town. It is to be
established on the big ranch near
Wasco, which was recently opened
for colonization. The Japanese colony
is now formed in Los Angeles and
400 acres of land on the ranch has
been secured.

A Nome (Alaska) dispatch says
telephone advices from Cape Prince
of Wales, via Teller, reported a vio-
lent earthquake shock on Sunday,
December 29. It occurred between
6 and 7 a. m., and lasted fully two
minutes. It was distinctly felt all
over the district.

A favorable report on the bill of
Representative Humphrey, of Wash-
ington, providing for a Government
exhibit at the Alaska-Yukon-Pacific
Exposition, to be held at Seattle in
1909, has been ordered by the House
Committee on Industrial Arts and Ex-
positions. The bill carries \$750,000.

Plans for two great improvements
for the City of Chicago which are to
cost between \$10,000,000 and \$11,000,-
000, have assumed tangible shape.
Preparation of specifications has been
begun for contracts on the new City
Hall, which is to cost somewhat less
than \$5,000,000 and the first bids will
be advertised in a few days.

At a mass meeting of the shingle
manufacturers of Washington held at
Seattle on February 27 the effort to
secure a close-down of all mills until
the middle of April resulted in failure.
The matter was referred to a commit-
tee, which is virtually a victory for
those either already running their
mills or intending to begin operations.

The Supreme Court of Texas on
February 26 sustained the judgment
of the lower trial courts, wherein they
rendered a judgment for \$1,600,000
damages and ouster from the State
against the Waters-Pierce Oil Com-
pany for violating the Texas Anti-
Trust law. The case will be appealed
to the United States Supreme Court.

Domestic and Naval.

A submerged schooner, said to be a menace to navigation, was passed by the steamship J. M. Guffey on February 25, eighteen miles southwest of Cape Lookout Lightship.

Foreign and domestic steamships will be asked to bid soon on the transportation of 4,000,000 barrels of cement from New York to Colon, for account of the Panama Canal Commission.

The Merchants and Travelers' Association, of Philadelphia, Pa., has indorsed the proposal of the Philadelphia, Atlantic and Gulf Transportation Company to operate a direct line between Philadelphia and New Orleans.

The United States battleship fleet sailed from Callao on February 29, en route to San Francisco. The next stop will be made at Magdalena Bay, where target practice will be engaged in. The fleet is expected at San Francisco on May 5.

It is feared that the bark Baltimore, which sailed from Cape Henry on January 22, is lost with her master, Noah Davidson, and a crew of eight men. The Baltimore originally sailed from Baltimore December 31, and was forced to seek shelter in Hampton Roads.

Relatives of Captain William Palmer, a vesselowner of Dorchester, N. B., who was an officer on the British ship Alacrita, have abandoned hope that the vessel will be heard from again. The Alacrita sailed from Delagoa Bay, South Africa, on August 5, 1907, for Hongkong and Baltimore, and has not been reported.

The House Committee on Naval Affairs on February 28 agreed to an authorization for the construction of two steel floating drydocks capable of holding a battleship of 20,000 tons, one to be located on the Atlantic and the other on the Pacific, and also the establishment of a naval station and graving dock at Pearl Harbor.

The ore-laden steamship Roda, which stranded on Jones' Beach Life-Saving Station, L. I., recently while bound from Huelva for New York, has broken in two, according to reports received from the wreckers at work on her. Captain Buskirk and his crew were taken off by the life-saving crew shortly after the vessel stranded.

The cruiser Des Moines has been sent out to destroy the wreck of the schooner Emily E. Birdsall, loaded with ties, and now lying about six miles southwest by south from Winter Quarter lightship off the Jersey coast. Ten feet of her masts are sticking out of the water. After destroying the wreck the Des Moines will proceed to Guantanamo.

A subcommittee of the House Committee on Postoffice and Post Roads has voted to report favorably the bill to authorize an appropriation of \$3,600,000 for higher contract prices for the carrying of United States mails between Pacific Coast ports and the Orient, and between United States ports and ports of South America. Of this amount \$180,000 is to be appropriated forthwith.

The steamship Oklahoma, one of the largest tank vessels ever constructed in an American shipyard, was launched at the yards of the New York Shipbuilding Company, Camden, N. J., on February 29. The vessel is owned by the Guffey Petroleum Company, and, when completed, will ply between Philadelphia and Port Arthur, Tex. She has a capacity of 2,000,000 gallons and has a length of 440 feet.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

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Bergstrom, Frank
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On motion of Senator McNery on March 2, the United States Senate passed a bill appropriating \$135,000 to provide a crypt in the chapel of the Naval Academy as a permanent resting place for the body of John Paul Jones.

Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Kristian Hatanen, a native of Finland, member of the Lake Seamen's Union, is inquired for by his brother. Anyone knowing his present whereabouts please communicate Coast Seamen's Journal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on the Pacific Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str., where important news is awaiting him.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekkliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havelock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

The Great Northern Railway is making wholesale reductions in its telegraph force. Stations are being closed and the telegraph is being done away with as much as possible. Between Grand Forks and Devil's Lake the block system has been put out of commission. Many stations have been ordered closed at night.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Labor News.

The Great Northern Railway Company has decided not to reduce the salaries of its operators after the Federal "hours of service" law goes into effect.

The Missouri Pacific Railroad has issued a statement that, "Owing to the continued depression in business, the shops will not be opened until further notice."

The San Francisco Labor Council has appointed a committee to consider and report upon the best means of overcoming the effects of the recent court decision in injunction cases.

A report just issued by the United Railroads, of San Francisco, shows a decrease of \$1,200,000 in receipts during the eight months (May-December) of the recent street-car strike in that city.

After having been shut down for the last two weeks in all its departments, the Berwick plant of the American Car and Foundry Company at Berwick, Pa., has resumed work, giving employment to 4000 men.

More than 5000 granite cutters, quarrymen and others employed in the granite industry in the surrounding centers of Barre, Vt., Montpelier, Vt., and Westerly, R. I., were affected by a suspension of work on March 2.

The National Cash Register Company has suspended operations of its immense plant at Dayton, O. Three thousand employes are affected. Officials of the company say they can not tell when work will be resumed.

The announcement was made on March 6 by the Missouri-Pacific-Iron Mountain Railway system that after March 10 the services of 2000 men employed in the company's shops at St. Louis, Mo., will no longer be required.

By an overwhelming majority telegraphers on the Northern Pacific Railroad have rejected the proposition made by the road with regard to a new schedule of hours and wages to become effective on March 4, when the "hours of service law" goes into effect.

The representatives of organized labor at a meeting of the Central Federated Union of New York on February 23 declared themselves opposed to the parade of unemployed and the mass meeting to follow in City Hall Park on March 7, and refused to participate in the demonstration.

President Roosevelt has denied pardons in the cases of P. D. Lenihan, M. J. Plunkett, Joseph Shannon, William Cutts and A. Edwards, members of a labor union convicted some months ago of violation of an injunction enjoining them from interfering with the Rocky Mountain Bell Telephone Company at Butte, Mont.

In response to a letter of protest against the Beveridge Child Labor bill, President Roosevelt has addressed a letter to the Indiana Manufacturers' Association in which he places himself in favor of the enactment by Congress of a bill regulating child labor in the District of Columbia and Territories and if the States fail to enact such laws.

The Nine-Hour law, reducing the employment of railroad telegraphers, which went into effect throughout the country on March 4, will necessitate the employment of thousands of additional telegraphers by the railroads of the country, and it is hailed in labor circles as a boon to many keymen out of work, some of whom were unable to regain employment after the telegraph strike of last year.

With the Wits.

Self-Supporting. — Lady (to blind beggar)—"Where's the boy who used to lead you around, my poor man?"

Beggar—"Oh, he's gone into business on his own account."—Meggen-dorfer Blaetter.

The Quickest Way. — Mistress—"Alice, I hope you always sweep under the carpets?"

Lazy Housekeeper—"Sure I duz. It's der quickest way to git through wit de work."—Bohemian.

Mistress for the Occasion—Carson—"I shall always regret having quarreled with my wife."

Gebhart—"Why? Has she gone home to her mother and so forth?"

Carson—"Worse than that! She had her mother come home to her!"—Brooklyn Life.

A Foolish Question—"And how long did you live in South Dakota, Mrs. Thirdson?"

"How long? Good gracious, you wouldn't expect me to live there an hour longer than was necessary to comply with the law, would you?"—Chicago Record-Herald.

Again the Servant Problem—He—"I thought they weren't going to get married until later?"

She—"Yes; but they changed their minds suddenly. You see, they happened to hear of a good servant out of a place, and they wanted to secure her."—Roseleaf.

Charged to Him—"Dear," began Mrs. Spender, cooingly, "would you consider opals unlucky?"

"I would," replied her husband, shrewdly, "if I got a bill for some and had to pay it."

"Oh! I'm so glad I ordered the diamond earrings instead."—Philadelphia Press.

He Was Satisfied.—When he came home to dinner he brought her a box of candy as a peace offering.

"John, dear," said his wife, "I am so sorry that I lost my temper this morning."

"Well, I'm not," rejoined her husband, "that is, provided you never find it again."—Chicago News.

Busy.—"Are you working hard these days?" asked one New Yorker.

"Yes," answered the other.

"I haven't seen you at the office."

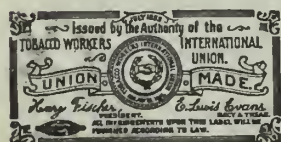
"No; one day I've been busy getting my money out of the bank for fear the financiers would get it, and the next I've been busy putting it back for fear the burglars would get it."—Washington Star.

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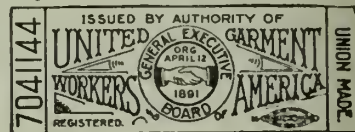
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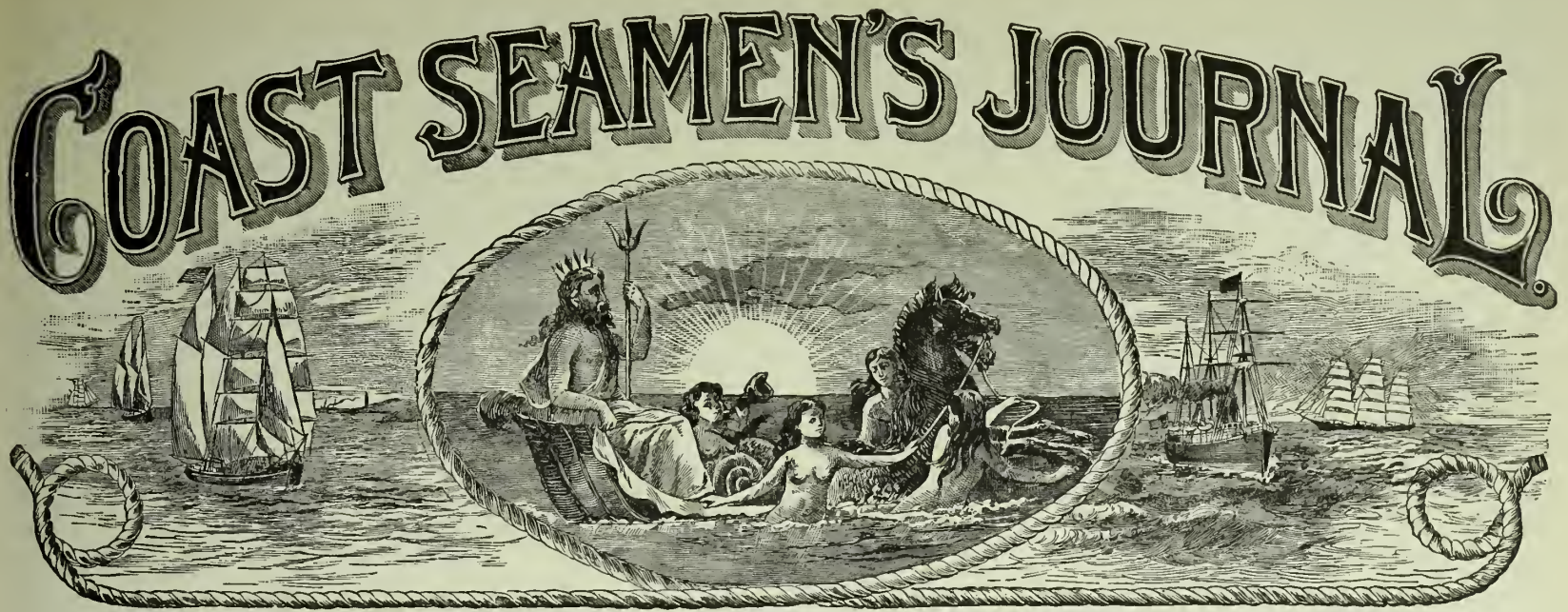
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VOL. XXI, No. 26.

SAN FRANCISCO, WEDNESDAY, MARCH 18, 1908.

Whole No. 1056.

DECISION IN THE HATTERS' CASE.

IN LAST WEEK'S ISSUE of the Journal publication was made of the American Federationist article, written by President Gompers, on the recent decision of the United States Supreme Court in the Hatters' case. In this issue we reprint in full the decision itself. In view of the far-reaching effect of the decision, considered in its bearings, not only upon the United Hatters of North America but upon the entire labor movement, it is of the highest importance that it should be widely read and thoroughly understood by the members of organized labor and the public at large. Measures must be undertaken in defense of the right of organization, the success of which will depend to a large extent upon public appreciation of the danger created by the decision of the Supreme Court, a danger that lies as much in the Court's reasoning and the conclusions to be drawn therefrom, as in the immediate and obvious effect upon the Hatters. The decision is as follows:

On a writ of certiorari to the United States Circuit Court of Appeals for the Second Circuit.

Mr. Chief Justice Fuller delivered the opinion of the Court:

This was an action brought in the Circuit Court for the District of Connecticut under section seven of the Anti-Trust Act of July 2, 1890, claiming threefold damages for injuries inflicted on plaintiffs by combination or conspiracy declared to be unlawful by the Act.

Defendants filed a demurrer to the complaint, assigning general and special grounds. The demurrer was sustained as to the first six paragraphs, which rested on the ground that the combination stated was not within the Sherman Act, and this rendered it unnecessary to pass upon any other questions in the case; and, upon plaintiffs declining to amend their complaint, the court dismissed it with costs. 148 Fed. Rep., 924; and see 142 Fed. Rep., 216; 130 Fed. Rep., 633.

The case was then carried by writ of error to the Circuit Court of Appeals for the Second Circuit, and that court, desiring the instruction of this court upon a question arising on the writ of error, certified that question to this court. The certificate consisted of a brief statement of facts, and put the question thus: "Upon this state of facts can plaintiffs maintain an action against defendants under section seven of the Anti-Trust Act of July 2, 1890?"

After the case on certificate had been docketed here plaintiffs in error applied, and defendants in error joined in the application, to this court to require the whole record and cause to be sent up for its consideration. The application was granted, and the whole record and cause being thus brought before this court, it devolved upon the court, under section six of the Judiciary Act of 1891, to "decide the whole matter in controversy in the same manner as if it had been brought there for review by writ of error or appeal."

The case comes up, then, on complaint and demurrer, and we give the complaint in the margin.

The question is whether upon the facts therein averred and admitted by the demurrer this action can be maintained under the Anti-Trust Act.

The first, second and seventh sections of that Act are as follows:

1. "Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States, or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract or engage in any such combination or conspiracy shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments in the discretion of the court."

2. "Every person who shall monopolize, or attempt to monopolize, or combine or conspire with any other person or persons, to monopolize any part of the trade or commerce among the several States, or with foreign nations, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court."

7. "Any person who shall be injured in his business or property by any other person or corporation by reason of anything forbidden or declared to be unlawful by this Act, may sue therefor in any circuit court of the United States in the district in which the defendant resides or is found, without respect to the amount in controversy, and shall recover threefold the damages by him sustained, and the costs of suit, including a reasonable attorney's fee."

In our opinion, the combination described in the declaration is a combination "in restraint of trade or commerce among the several States," in the sense in which those words are used in the Act, and the action can be maintained accordingly.

And that conclusion rests on many judgments of this court, to the effect that the Act prohibits any combination whatever to secure action which essentially obstructs the free flow of commerce between the States, or restricts, in that regard, the liberty of a trader to engage in business.

The combination charged falls within the class of restraints of trade aimed at compelling third parties and strangers involuntarily not to engage in the course of trade except on conditions that the combination imposes; and there is no doubt that (to quote from the well-known work of Chief Justice Erle on Trade Unions) "at common law every person has individually, and the public also has collectively, a right to require that the course of trade should be kept free from unreasonable obstruction." But the objection here is to the jurisdiction, because, even conceding that the declaration states a case good at common law, it is contended that it does not state one within the statute. Thus, it is said, that the restraint alleged would operate to entirely destroy defendants' business and thereby include intrastate trade as well; that physical obstruction is not alleged as contemplated; and that defendants are not themselves engaged in interstate trade.

We think none of these objections are tenable, and that they are disposed of by previous decisions of this court.

United States vs. Trans-Missouri Freight Association, 166 U. S., 290; United States vs. Joint Traffic Association, 171 U. S., 505, and Northern Securities Company vs. United States, 193 U. S.,

197, hold in effect that the Anti-Trust law has a broader application than the prohibition of restraints of trade unlawful at common law. Thus in the Trans-Missouri case it was said that, "assuming that agreements of this nature are not void at common law, and that the various cases cited by the learned courts below show it, the answer to the statement of their validity is to be found in the terms of the statute under consideration"; and in the Northern Securities case that "the Act declares illegal every contract, combination, or conspiracy, in whatever form, of whatever nature, and whoever may be the parties to it, which directly or necessarily operates in restraint of trade or commerce among the several States."

We do not pause to comment on cases such as United States vs. Knight, 156 U. S., 1; Hopkins vs. United States, 171 U. S., 578; and Anderson vs. United States, Id. 604; in which the undisputed facts showed that the purpose of the agreement was not to obstruct or restrain interstate commerce. The object and intention of the combination determined its legality.

In Swift vs. United States, 196 U. S., 395, a bill was brought against a number of corporations, firms and individuals of different States, alleging that they were engaged in interstate commerce in the purchase, sale, transportation and delivery, and subsequent resale at the point of delivery, of meats; and that they combined to refrain from bidding against each other in the purchase of cattle; to maintain a uniform price at which the meat should be sold; and to maintain uniform charges in delivering meats thus sold through the channels of interstate trade to the various dealers and consumers in other States. And that thus they artificially restrained commerce in fresh meats from the purchase and shipment of live stock from the plains to the final distribution of the meats to the consumers in the markets of the country.

Mr. Justice Holmes, speaking for the court, said:

"Commerce among the States is not a technical legal conception, but a practical one, drawn from the course of business. When cattle are sent for sale from a place in one State with the expectation that they will end their transit after purchase in another, and when in effect they do so, with only the interruption necessary to find a purchaser at the stock yards, and when this is a typical, constantly recurring course, the current thus existing is a current of commerce among the States, and the purchase of the cattle is a part and incident of such commerce. * * *

The general objection is urged that the bill does not set forth sufficient definite or specific facts. This objection is serious, but it seems to us inherent in the nature of the case. The scheme alleged is so vast that it presents a new problem in pleading. If, as we must assume, the scheme is entertained, it is, of course, contrary to the very words of the statute. Its size makes the violation of the law more conspicuous, and yet the same thing makes it impossible to fasten the principal fact to a certain time and place. The elements, too, are so numerous and shifting, even the constituent parts alleged are and from their nature must be so extensive in time and space, that something of the same impossibility applies to them. * * *

The scheme as a whole seems to us to be within the reach of the law. The constituent elements, as we have stated them, are enough to give to the

scheme a body and, for all that we can say, to accomplish it. Moreover, whatever we may think of them separately, when we take them up as distinct charges, they are alleged sufficiently as elements of a scheme. It is suggested that the several acts charged are lawful and that intent can make no difference. But they are bound together as parts of a single plan. The plan may make the parts unlawful."

And the same principle was expressed in *Aikens vs. Wisconsin*, 195 U. S., 194, involving a statute of Wisconsin prohibiting combinations "for the purpose of wilfully or maliciously injuring another in his reputation, trade, business or profession by any means whatever," etc., in which Mr. Justice Holmes said:

"The statute is directed against a series of acts, and acts of several, the acts of combining, with intent to do other acts. 'The very plot is an act in itself.' *Mulcahy vs. The Queen*, L. R., 3, H. L., 306, 317. But an act, which in itself is merely a voluntary muscular contraction, derives all its character from the consequences which will follow it under the circumstances in which it was done. When the acts consist of making a combination calculated to cause temporal damage, the power to punish such acts, when done maliciously, can not be denied because they are to be followed and worked out by conduct which might have been lawful if not preceded by the acts. No conduct has such an absolute privilege as to justify all possible schemes of which it may be a part. The most innocent and constitutionally protected of acts or omissions may be made a step in a criminal plot, and if it is a step in a plot neither its innocence nor the constitution is sufficient to prevent the punishment of the plot by law."

In *Addyston Pipe and Steel Company vs. United States*, 175 U. S., 211, the petition alleged that the defendants were practically the only manufacturers of cast iron within 36 States and Territories, that they had entered into a combination by which they agreed not to compete with each other in the sale of pipe, and the territory through which the constituent companies could make sales was allotted between them. This court held that the agreement, which, prior to any act of transportation, limited the prices at which the pipe could be sold after transportation, was within the law. Mr. Justice Peckham, delivering the opinion, said: "And when Congress has enacted a statute such as the one in question, any agreement or combination which directly operates not alone upon the manufacture but upon the sale, transportation, and delivery of an article of interstate commerce," by preventing or restricting its sale, etc., thereby regulates interstate commerce.

In *Montague & Company vs. Lowry*, 193 U. S., 38, which was an action brought by a private citizen under section 7 against a combination engaged in the manufacture of tiles, defendants were wholesale dealers in tiles in California and combined with manufacturers in other States to restrain the interstate traffic in tiles by refusing to sell any tiles to any wholesale dealer in California who was not a member of the association except at a prohibitive rate. The case was a commercial boycott against such dealers in California as would not or could not obtain membership in the association. The restraint did not consist in a physical obstruction of interstate commerce, but in the fact that the plaintiff and other independent dealers could not purchase their tiles from manufacturers in other States because such manufacturers had combined to boycott them. This court held that this obstruction to the purchase of tiles, a fact antecedent to physical transportation, was within the prohibition of the Act. Mr. Justice Peckham, speaking for the court, said, concerning the agreement, that it "restrained trade, for it narrowed the market for the sale of tiles in California from the manufacturers and dealers therein in other States, so that they could only be sold to the members of the association, and it enhanced prices to the non-member."

The averments here are that there was an existing interstate traffic between plaintiffs and citizens of other States, and that for the direct purpose of destroying such interstate traffic defendants combined not merely to prevent plaintiffs from manufacturing articles then and there intended for transportation beyond the State, but also to prevent the vendees from reselling the hats which they had imported from Connecticut, or from further negotiating with plaintiffs for the purchase and intertransportation of such hats from Connecticut to the various places of destination. So that, although some of the means whereby the interstate traffic was to be destroyed were acts within a State, and some of them were in themselves as a part of their obvious purpose and effect beyond the scope of Federal authority, still, as we have seen, the acts must be considered as a whole, and the plan is open to condemnation, notwithstanding a negligible amount of intrastate business might be affected in carrying it out. If the purposes of the combination were, as alleged, to prevent any interstate transportation at all, the fact that the means operated at one end before physical transportation commenced and at the other end after the physical transportation ended was immaterial.

Nor can the Act in question be held inapplicable because defendants were not themselves engaged in interstate commerce. The Act made no distinction between classes. It provided that "every" contract, combination or conspiracy in restraint of trade was illegal. The records of Congress show that several efforts were made to exempt by legislation organizations of farmers and laborers from the operation of the Act, and

that all these efforts failed, so that the Act remained as we have it before us.

In an early case, *United States vs. Workingmen's Amalgamated Council*, 54 Fed. Rep., 994, the United States filed a bill under the Sherman Act in the Circuit Court for the Eastern District of Louisiana, averring the existence of "a gigantic and widespread combination of the members of a multitude of separate organizations for the purpose of restraining the commerce among the several States and with foreign countries," and it was contended that the statute did not refer to combinations of laborers. But the court, granting the injunction, said:

"I think the Congressional debates show that the statute had its origin in the evils of massed capital; but, when the Congress came to formulating the prohibition, which is the yardstick for measuring the complainant's right to the injunction, it expressed it in these words: 'Every contract or combination in the form of trust, or otherwise in restraint of trade or commerce among the several States or with foreign nations, is hereby declared to be illegal.' The subject had so broadened in the minds of the legislators that the source of the evil was not regarded as material, and the evil in its entirety is dealt with. They made the interdiction include combinations of labor, as well as of capital; in fact, all combinations in restraint of commerce, without reference to the character of the persons who entered into them. It is true this statute has not been much expounded by judges, but, as it seems to me, its meaning, as far as relates to the sort of combinations to which it is to apply, is manifest, and that it includes combinations which are composed of laborers acting in the interest of laborers. * * *

It is the successful effort of the combination of the defendants to intimidate and overawe others who were at work in conducting or carrying on the commerce of the country, in which the court finds their error and their violation of the statute. One of the intended results of their combined action was the forced stagnation of all the commerce which flowed through New Orleans. This intent and combined action are none the less unlawful because they included in their scope the paralysis of all other business within the city as well."

The case was affirmed on appeal by the Circuit Court of Appeals for the Fifth Circuit. 57 Fed. Rep., 85.

Subsequently came the litigation over the Pullman strike and the decisions in *re Debs*, 64 Fed. Rep., 724, 745, 755; 158 U. S., 564. The bill in that case was filed by the United States against the officers of the American Railway Union, which alleged that a labor dispute existed between the Pullman Palace Car Company and its employees; that thereafter the four officers of the Railway Union combined together and with others to compel an adjustment of such dispute by creating a boycott against the cars of the car company; that to make such boycott effective they had already prevented certain of the railroads running out of Chicago from operating their trains; that they asserted that they could and would tie up, paralyze and break down any and every railroad which did not accede to their demands, and that the purpose and intention of the combination was "to secure unto themselves the entire control of the interstate, industrial and commercial business in which the population of the city of Chicago and of other communities along the lines of road of said railways are engaged with each other, and to restrain any and all other persons from any independent control or management of such interstate, industrial or commercial enterprises, save according to the will and with the consent of the defendants."

The circuit court proceeded principally upon the Sherman Anti-Trust law, and granted an injunction. In this court the case was rested upon the broader ground that the Federal Government had full power over interstate commerce and over the transmission of the mails, and in the exercise of those powers could remove anything put upon the highways, natural or artificial, to obstruct the passage of interstate commerce or the carrying of the mails. But in reference to the Anti-Trust Act the court expressly stated:

"We enter into no examination of the Act of July 2, 1890, c. 647, 26 Stat., 209, upon which the circuit court relied mainly to sustain its jurisdiction. It must not be understood from this that we dissent from the conclusions of that court in reference to the scope of the Act, but simply that we prefer to rest our judgment on the broader ground which has been discussed in this opinion, believing it of importance that the principles underlying it should be fully stated and affirmed."

And in the opinion Mr. Justice Brewer, among other things, said:

"It is curious to note the fact that in a large proportion of the cases in respect to interstate commerce brought to this court the question presented was of the validity of State legislation in its bearings upon interstate commerce, and the uniform course of decision has been to declare that it is not within the competency of a State to legislate in such a manner as to obstruct interstate commerce. If a State, with its recognized powers of sovereignty, is impotent to obstruct interstate commerce, can it be that any mere voluntary association of individuals within the limits of that State has a power which the State itself does not possess?"

The question answers itself, and in the light of the authorities the only inquiry is as to the

sufficiency of the averments of fact. We have given the declaration in full in the margin, and it appears therefrom that it is charged that defendants formed a combination to directly restrain plaintiffs' trade; that the trade to be restrained was interstate; that certain means to attain such restraint were contrived to be used and employed to that end; that those means were so used and employed by defendants, and that thereby they injured plaintiffs' property and business.

At the risk of tediousness, we repeat that the complaint averred that plaintiffs were manufacturers of hats in Danbury, Connecticut, having a factory there, and were then and there engaged in an interstate trade in some 20 States other than the State of Connecticut, that they were practically dependent upon such interstate trade to consume the product of their factory, only a small percentage of their entire output being consumed in the State of Connecticut; that at the time the alleged combination was formed they were in the process of manufacturing a large number of hats for the purpose of fulfilling engagements then actually made with consignees and wholesale dealers in States other than Connecticut, and that if prevented from carrying on the work of manufacturing these hats they would be unable to complete their engagements.

That defendants were members of a vast combination called The United Hatters of North America, comprising about nine thousand members, and including a large number of subordinate unions, and that they were combined with some 1,400,000 others into another association known as the American Federation of Labor, of which they were members, whose members resided in all the places in the several States where the wholesale dealers in hats and their customers resided and did business; that defendants were "engaged in a combined scheme and effort to force all manufacturers of fur hats in the United States, including the plaintiffs, against their will and their previous policy of carrying on their business, to organize their workmen in the departments of making and finishing, in each of their factories, into an organization, to be part and parcel of the said combination known as The United Hatters of North America, or as the defendants and their confederates term it, to unionize their shops, with the intent thereby to control the employment of labor in and the operation of said factories, and to subject the same to the direction and control of persons, other than the owners of the same, in a manner extremely onerous and distasteful to such owners, and to carry out such scheme, effort and purpose by restraining and destroying the interstate trade and commerce of such manufacturers, by means of intimidation of and threats made to such manufacturers and their customers in the several States, of boycotting them, their product, and their customers, using therefor all the powerful means at their command as aforesaid, until such time as, from the damage and loss of business resulting therefrom, the said manufacturers should yield to the said demand to unionize their factories."

That the conspiracy or combination was so far progressed that out of 82 manufacturers of this country engaged in the production of fur hats, 70 had accepted the terms and acceded to the demand that the shop should be conducted in accordance, so far as conditions of employment were concerned, with the will of the A. F. of L.; that the local union demanded of plaintiffs that they should unionize their shop under peril of being boycotted by this combination, which demand defendants declined to comply with; that thereupon the A. F. of L., acting through its official organ and through its organizers, declared a boycott.

The complaint then thus continued:

"20. On or about July 25, 1902, the defendants individually and collectively, and as members of said combinations and associations, and with other persons whose names are unknown to the plaintiffs, associated with them, in pursuance of the general scheme and purpose aforesaid, to force all manufacturers of fur hats, and particularly the plaintiffs, to so unionize their factories, wantonly, wrongfully, maliciously, unlawfully and in violation of the provisions of the 'Act of Congress, approved June 2, 1890,' and entitled 'An Act to Protect Trade and Commerce Against Unlawful Restraints and Monopolies,' and with intent to injure the property and business of the plaintiffs by means of acts done which are forbidden and declared to be unlawful, by said Act of Congress, entered into a combination and conspiracy to restrain the plaintiffs and their customers in States other than Connecticut, in carrying on said trade and commerce among the several States and to wholly prevent them from engaging in and carrying on said trade and commerce between them and to prevent the plaintiffs from selling their hats to wholesale dealers and purchasers in said States other than Connecticut, and to prevent said dealers and customers in said other States from buying the same, and to prevent the plaintiffs from obtaining orders for their hats from such customers, and filling the same, and shipping said hats to said customers in said States as aforesaid, and thereby injure the plaintiffs in their property and business and to render unsalable the product and output of their said factory, so the subject of interstate commerce, in whosoever's hands the same might be or come, through said interstate trade and commerce, and to employ as means to carry out said combination and conspiracy and the purposes thereof, and

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

"POOR JACK" AGAIN.

It is a peculiarity common to all artful shipmongers, and their agents and attorneys, when seeking for special legislative privileges, to file their petitions in the name of that much-despised and more abused outcast, the sailor. At any other time their only use for the sailor is to use him, abuse him and denounce him all in one.

Among all the flowery arguments and specious pleadings urged in favor of the Ship-Subsidy bill, none is more prominently or persistently advanced than the fallacious notion that it will, if enacted, provide more simple and desirable employment for our merchant seamen.

Now comes Fields S. Pendleton, ship-owner, sailor-hater and would-be union-buster, with a petition to Congress to grant him a practical monopoly of the Government Isthmian Canal carrying contracts, including a harrowing plea for the hundreds of "American" seamen who, he alleges, are starving to death in the streets of New York and other ports for want of employment; while hundreds of stately American merchantmen (of the schooner type) are laid up for want of profitable charters.

A letter to this effect was read in the United States Senate on March 9, by that doughty champion of the shipowners' interests, Senator Frye.

If Mr. Pendleton wishes special legislation from Congress touching his interests he is at liberty to ask for it; but, as American seamen we resent being made the pawns in his scheme. If it be true, which we do not admit, that there are hundreds of seamen starving in our seaports, we aver that Mr. Pendleton has done more than any one man on this Coast to make it so.

Four years ago this sympathetic gentleman inaugurated that stupendous folly, the "American Shipping Federation," for the express purpose of breaking up the Seamen's Union and compelling seamen to work upon the most miserly terms possible. A dollar a day, he declared, was too much for a sailor.

So he opened spacious offices in New York and other ports, hired a horde of thugs and jackals to defend his premises, and then proceeded to import unfortunate vagabonds to displace the real American seamen sailing on the Coast.

For three years he kept up this foolish and unjustifiable warfare against the very men for whom he now pretends to plead, and expended many thousands of dollars in his vain effort to disrupt a union which had never done him any harm. But his Federation died of its own disease, incompetency. The shipowners and masters on the Coast at length wearied of the endless vexations, troubles, dangers and loss which the employment of Pendleton's vagrants entailed. So they refused to deal with him any longer and the "Shipping Federation" gave up the ghost.

If there are any American seamen starving on the streets of New York today, we are not aware of it; but that there are hundreds of Pendleton's outcasts in such a condition we do not doubt. And, since Mr. Pendleton himself is personally responsible for their presence in the community, he should

be made, by Congressional action or otherwise, to pay either for their support or deportation.

The American seaman desires neither charity, sympathy nor Congressional lamentation. All he needs or asks is considerate treatment, fair wages and equitable conditions in the pursuit of his employment.

THE BEACHCOMBER.

PENDLETON IS SO SORRY!

"The streets of New York are thronged with American sailors looking for employment, and many are actually starving for want of a position," said a letter presented in the Senate today by Mr. Frye, signed by Fields S. Pendleton, president of the Atlantic Carriers' Association. It was offered as an argument for the passage of a joint resolution restricting the transportation of material and equipment for the Panama Canal to vessels owned in the United States or by the Panama Railroad Company, or vessels tendered by the lowest responsible bidder.

Mr. Pendleton's letter stated that of two hundred sailing vessels in the port of New York one hundred were idle, waiting for charters that would pay expenses. This, he said, was equally true of Norfolk, Baltimore, Philadelphia, Boston and other Atlantic ports.

The attempt to pass the resolution developed opposition. An amendment was offered excepting South Atlantic and Gulf ports, which will be voted on when the measure comes up on Wednesday.—Press Dispatch.

Referring to the foregoing wail, Comrade G. H. Brown, New York agent of the Atlantic Coast Seamen's Union, says:

Fields S. Pendleton deplores the fact that American seamen are starving! Why should not they starve? Pendleton and his kind are beating the wages of American seamen down to \$16 and \$18 per month. When Pendleton refers to the "starving American sailor," he probably has in mind the men who man his own vessels—"Americans" from the Cape Verde and West India islands.

MARINE ARCHITECTURE.

What for many years must remain the goal of marine architects was laid down more than twenty years ago by one of the most prominent ship designers of the day. Sir William Pearce had just designed the Umbria and Etruria, which shattered all previous records by crossing the Atlantic at an average speed of nineteen knots, and in an address delivered shortly after to one of the learned societies of Glasgow he declared that he was ready, then and there, to produce a vessel which should accomplish the voyage at a speed of forty knots. If this could be done it would reduce the Lusitania's time by 50 per cent.

It is not surprising that Sir William Pearce's statement was received with a good deal of skepticism. Even in these days the realization of such a feat seems sufficiently far off, and in 1885 twin screws were only just coming into prominence, while the tur-

bine, for marine purposes, at all events, was unknown. The difficulties to be overcome were, therefore, tremendous, and in order to combine the requisite horse-power with a capacity for paying its way as an ordinary cargo and passenger ship, it would, said Sir William, be necessary to give the vessel a length of 1500 feet and a beam of 150 feet—just about twice the dimensions of the Lusitania. The cost of such a ship would have been fabulous.

The progress of the last twenty years, and most of all the adoption of the turbine as a marine engine, enable us to look upon Sir William's boast with more credulity than was possible when he made it. If for the next thirty years we advance at the same proportionate rate as we have done for the last twenty, a forty-knot liner should be crossing the Atlantic in three days by 1940.

The evolution of marine architecture has been phenomenal. The last wooden liner was built in 1850 and the last iron liner in 1883. The last paddle ship was the Scotia, of 1864, and the Etruria, of 1885, was the last single-screw ship. Now that the turbine has so completely vindicated itself, it can not be many years before we come to the last of the reciprocating engined ships, and, with the unhampered development of the turbine, forty knots will be comparatively easily realizable.

There is at present no sea-going ship afloat which can do more than thirty-four knots an hour. The torpedo-boat destroyers Viper and Cobra, the first turbine-engined warships ever built, each did well over thirty-six knots, but were both lost at sea, and since those disasters the Admiralty has been content with comparatively moderate speeds. There is now building, however, a destroyer which bids fair to break all records. The Swift, a vessel of 1800 tons—four times the size of the average destroyer—now completing at the works of Cammel, Laird & Co., at Birkenhead, has a contract speed of thirty-six knots. This alone is sufficiently remarkable for a vessel of her size, but it is an open secret that the builders and designers hope to get forty-two or forty-four knots out of her.

The displacement of the Swift is little more than a twentieth of the Lusitania's, but her engines will develop 30,000 horse-power as compared with the liner's 72,000, and she will cost as much as four or five ordinary destroyers.

Of course, the Swift could not cross the Atlantic at thirty-six knots, or anything like it, since her oil-carrying capacity is limited to 180 tons, but the naval architect, if left to himself, would have no difficulty whatever in producing a ship capable of doing it.

The trouble with such a ship would not lie with the naval architect, but with the civil engineer. Waters now traversed in perfect safety by the Lusitania and her sister would become perilous, all existing wharves and docks would be useless, and frequent docking is vital to a ship which is to maintain her speed.—London Express.

One hundred and fifty firemen are employed on some of the great American liners,

News from Abroad.

As a result of the precaution taken by the authorities the bubonic plague at Antofagasta and Iquique, Chile, is diminishing.

The police captain of Berdichey, Russia, M. Kartamisheff, was shot and killed on the street at that place on March 7. The assassin got away.

An Anglo-American syndicate has purchased the Port Coloso Railway and nitrate fields as well as nitrate fields in Tarapaca and Antofagasta, Chile, for \$12,000,000.

The police of Riga, Russia, on March 6 arrested forty-one of the leading Social Democrats in Livonia, who were holding a secret conference in a basement of a primary school.

Venezuela has again declined to arbitrate the questions of controversy which have been pending for some time between the Castro administration and the United States Government.

The Bavarian Government has ordered the immediate expulsion of a number of American Mormon missionaries, whose presence there is regarded as being dangerous to public order.

An uprising occurred at Caracas on March 3 in a barracks, the soldiers killing their commander, General Mesa. The mutiny was quelled only after a number of soldiers had been shot.

Charles J. Glidden of Boston and Mrs. Glidden arrived at Jerusalem on March 13 in a motor car from Hafia, Syria. It was the first motor car ever seen in Jerusalem, and created a sensation among the populace.

Although the existence of bubonic plague at Guayaquil, Ecuador, has not yet been officially announced, the disease continues to spread on all sides of the city. There have been twenty-seven cases and twelve deaths.

The Argentine elections came to an end on March 9, and the final results show that the Government has triumphed throughout the entire republic. A working majority in both houses of the Federal Legislature assures confirmation of the Presidential policy.

There is a probability that the diamond monopoly will be broken up through the non-renewal of the contract between the Premier Diamond Company and the diamond syndicate, which hitherto has taken the output of both the Premier and the De Beers Company.

The Japanese steamer Tatsu Maru was seized at Macao on February 7th by Chinese customs officers on the charge that her cargo of arms and ammunition was intended for Chinese revolutionists. Japan has demanded the release of the vessel and an apology, and threatens to use force.

A minor court in Berlin, Germany, has decided that it is a gross misdemeanor to shout on the open streets, "Hurrah for universal suffrage!" The case in question came out for appeal from a police order of arrest on the part of three Socialists who took part in street demonstrations on January 1. The court imposed fines ranging from \$5 to \$8.75.

The seven terrorists who were condemned to death for complicity in a plot against Grand Duke Nicholas Nikolaievitch and M. Chtcheglovitoff, Minister of Justice, were hanged on March 1 at Lissy Noss, opposite Kronstadt. Among those executed were three women, two of whom were aged 18 and 19 years, respectively.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs. Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Lilienerantz & Sons, Aptos, Santa Cruz County, Calif.

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Pacific Coast Marine.

Representative Englebright has introduced a bill providing for a survey to improve the channel of Humboldt Bay from Eureka to Arcata.

The British ship Hartford, from Valparaiso, October 23, for Tacoma, Wash., has been posted at Lloyd's as missing.

Senator Perkins has secured a favorable report on the bill to put the life-saving apparatus on the Farallones.

William F. Williams, for thirty-six years keeper of the lighthouse at the entrance to Honolulu harbor, died on February 27, aged 75 years. He had been forty-three years a resident of Honolulu. Deceased was born in New England.

The bark Edward May is the latest vessel to be turned into a coal barge. The Edward May, on March 11, went to the Mission-Street wharf, where she will be filled with coal prior to being towed to an anchorage in Mission Bay.

News was received by cable at San Francisco on March 10 of the death at Shanghai, on the 9th, of Captain Robert H. Hathaway, of the Pacific Mail liner Mongolia. The cause of death was heart disease.

The Secretary of the Treasury has remitted three fines which had been imposed on shipmasters at San Francisco for violations of rules of the Department of Navigation, and has reduced a fourth fine to one-fifth the original amount.

The barkentine Tam o' Shanter, which sailed from San Francisco last year and arrived at Antofagasta, Chile, on the 10th of last December, has been sold and is now under the Peruvian flag. Captain Bennett, who took the vessel south, has returned to San Francisco.

A special cable to the Seattle Times from Juneau, Alaska, says James Currie, keeper of the lighthouse at Aldridge Rock, brings news of the finding of the wreck of the Clara Nevada, which was lost in 1897 with sixty-five passengers on board.

The Toyo Kisen Kaisha, the Japanese line operating services between the Orient and San Francisco and from Yokohama to Chile, has under consideration the establishment of a round-the-world service, according to advices received at Victoria, B. C., from Tokyo.

Officers of the Pacific Coast Steamship Company say that the conditions of trade at Puget Sound have taken on a much improved tone during the last few weeks, and that it will be necessary to put on an extra steamer on the run almost immediately.

Captain A. Anderson, formerly of the four-masted schooner Salem, well known in the trade between San Francisco and Olympia, has taken command of the five-masted schooner W. H. Marston in place of Captain Peabody, who goes on vacation.

The steamer State of California will leave Seattle for San Francisco on March 26, after having been docked for five months undergoing repairs. She is due on the 29th and will enter regular traffic between San Diego and San Francisco. She has been fitted with four new single-end boilers in place of the double-end boilers.

The Union Packing Company, of Tacoma, Wash., which in past years has been a factor in the Alaska salmon trade, usually chartering a schooner for the season, has decided not to operate its cannery on Bristol Bay this season. The unsatisfactory condition of the market is given as the reason.

Returning from a successful rescue expedition to the North, bringing twelve survivors of the wreck of the Japanese fishing schooner Satsuma Maru, which was driven ashore on a glacier in Yakutat Bay early in November last, the United States revenue-cutter Thetis arrived at Port Townsend, Wash., on March 12, and later proceeded to Seattle.

John Shelley Compton, able-seaman on the four-masted bark Manga Reva, which arrived at San Francisco on March 12 from Baltimore, was instantly killed on December 29 in latitude 46 deg. south and 63 deg. west longitude. Compton was buried at sea the same night, his body being lowered from the poop after a burial service had been read by Captain Henry C. Townsend.

Captain Bender has taken command of the schooner Admiral, in place of Captain Olberg, who is laying off on account of ill health. Captain Benson takes charge of the schooner Alice McDonald, Captain Bender's old vessel. The Admiral will take a cargo of lumber from Grays Harbor to Callao. The Alice McDonald is up north loading lumber.

Following is the reinsurance list, as posted at San Francisco on March 13: Ship Castle Rock, 170 days from Sydney, Australia, to West Coast, N. A., 90 per cent; Bark Gertrude Gerards, 171 days from Port Talbot to Marjillenes, 80 per cent; Ship Falklandbank, 125 days from Port Talbot to

Valparaiso, 15 per cent; Ship Barcore, 116 days from Barry to Caleta Colosa, 80 per cent.

It will be a matter of only a few days until Port Los Angeles, Cal., with its mammoth pier, built by Collis P. Huntington at a cost of \$1,000,000, will be abandoned by the Southern Pacific Railroad as a commercial wharf. Coal in the bunkers is being transferred to Los Angeles for storage and movable equipment is being sent to San Pedro.

A cablegram received at San Francisco on March 9 conveys the information that the overdue bark Kylemore has arrived at her destination. The Kylemore, which was bound from Cape Town to Adelaide, Australia, was out seventy-eight days on a voyage which usually occupies about half that time, and was quoted for reinsurance at 25 per cent.

The two-masted schooner Lizzie Prien, Captain H. Meyer, which is owned by the Alaska Commercial Company, sailed from San Francisco on March 9 on a six months' trip to Unalaska, after which she will proceed to the training stations of the company in the Aleutian Islands. She will take supplies for the trading stations and missionaries, and will bring back furs.

Captain B. Koehler, of the schooner Czarina, which arrived at San Francisco on March 7 from Pirate Cove, Shumagin Islands, Alaska, brought news of the wreck of the schooner John F. Miller, which sailed from San Francisco on November 23 for Bear Harbor, Alaska, and of the terrible sufferings of the crew of the ill-fated vessel, ten of whom were drowned and others badly frozen.

Senator Perkins has introduced a joint resolution and secured its passage under the rules to have the balance of the appropriation for building three lighthouse tenders at Tompkinsville, N. Y., amounting to some \$20,000, set aside to pay for sending those vessels to the Pacific. One goes to San Francisco, one to Washington and the Oregon coast and one for the Pacific station.

According to advices received at San Francisco on March 13, the overdue bark Albert has arrived at her destination and has been withdrawn from the list. The Albert was forty-two days out from Port Gamble, bound to Hilo, according to the data available, and was quoted for reinsurance at 10 per cent. It now appears that though the Albert arrived at Hilo on March 3, her arrival was not reported until March 12.

The new steam-schooner Claremont, the building of which has just been completed at the Risdon Iron Works, was given a trial trip around San Francisco Bay on March 11. The Claremont has been built for the Hart-Wood Lumber Company and will go into the coastwise lumber trade. She has a carrying capacity of 750,000 feet of lumber, is 130 feet long, 38 feet in the beam and has a hold depth of 15 feet. Her triple-expansion engines of 600 horsepower are expected to give a speed of eleven knots.

The new steel steamer Stanley Dollar was launched on March 10 at Moran & Co.'s shipyards, Seattle. The Stanley Dollar is 140 feet in length, 41 feet beam and 19 feet deep. Her engines, of 750 horse-power, are expected to give her a speed of ten knots, and she will go into the coastwise trade. It is expected by her builders that she will be finished in three weeks' time, and she will have her trial on the Sound. Captain Thwing, formerly in command of the Harold Dollar, will be in command of the Stanley Dollar.

United States Commissioner James P. Brown, in the application of the Metropolitan Redwood Lumber Company for a limitation of its liability in the collision of the steam-schooner San Pedro and the steamer Columbia, as owner of the San Pedro, filed his report with the United States District Court at San Francisco on March 9. He found that the value of the San Pedro, prior to the collision, was \$42,000, and that it would have required repairs in the sum of \$20,000 to have placed her in the same condition after the collision. These figures, with certain attendant circumstances, caused him to fix the value of the San Pedro at \$16,500.

At a meeting of the Chinese Cigar Makers' Union, held on March 8 in San Francisco, it was decided to raise the scale of cigarmakers 10 cents per hundred. The new schedule will go into effect immediately.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

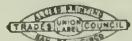
To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 18, 1908.

PROPOSED UNDERMANNING BILL.

Whereas, The Committee on Merchant Marine and Fisheries has reported a bill to amend Section 4463, Revised Statutes, in such way as to give to the local Boards of Inspectors power to determine the proper number of men—giving no standard of skill—needed to safely navigate any vessel; and

Whereas, The local inspectors are not now permitted to use any discretion about the boilers, the hull, the boats, or any of the life-saving appliances, but have only to see that the standards set by law and regulations are obeyed; and

Whereas, This safe policy is dictated by the knowledge of how these men are appointed, and what, under the circumstances, may reasonably be expected from them; and

Whereas, In the interest of safety, it is more important to have men who can handle appliances and understand orders when given than to have some of the appliances which vessels are compelled to carry; and

Whereas, The proposed law would not in any way tend to the better and safer navigation of passenger-carrying vessels, but would, by removing the last remaining responsibility from the shipowners, tend to decrease such safety as we now have; and

Whereas, The existing law, which this proposed one would in no way improve, was the main cause of the loss of the excursion steamer General Slocum, with a thousand passengers, mainly children, by drowning or burning, the Inspector escaping punishment, the owner—the most guilty party—escaping any punishment, while the least guilty, the master, Van Schaick, was sent to prison for ten years; and

Whereas, There can be no reason for this proposed law being drawn in this way, except to prevent the possible increase of seamen's wages some \$5 or \$10 per month, and increase the cost of running the vessel some \$50 or \$60 per month; therefore

Resolved, By the Sailors' Union of the Pacific, that we condemn this bill as inadequate, as worse than nothing, and as giving too little consideration to safety and too much consideration to the owners' fear of having to pay for skilled men where, if anywhere, skilled men are needed; and further

Resolved, That we respectfully request members of Congress to look into this question from the point of view of the danger to the traveling public, and the consequent necessity of establishing an adequate manning scale based upon individual efficiency, as more important than numbers.

These resolutions were adopted by the Sailors' Union of the Pacific, at San Francisco on the 16th inst. A strong effort will be made by the seamen, supported by all disinterested persons who are familiar with the manning question, to prevent the passage of the proposed bill.

The statement in the resolutions to the effect that the proposed law would remove the last vestige of responsibility from the ship-

owner is amply demonstrated by a reference to the terms of the existing statute. Section 4463, as it now reads, provides that "no steamer carrying passengers shall depart from any port unless she shall have in her service A FULL COMPLEMENT of licensed officers and full crew, SUFFICIENT AT ALL TIMES TO MANAGE THE VESSEL, including the proper number of watchmen," etc. It will be noted that the statute places upon the shipowner the duty of providing "a full complement of licensed officers and full crew, sufficient at all times to manage the vessel." In cases of accident the shipowner may be held liable in damages if it can be shown that the vessel was not manned in accordance with the law here quoted. The practical effect of this condition is to induce at least some care in the manning of vessels, if only for financial reasons.

The bill now before Congress would materially alter the law by shifting the responsibility for the proper manning of vessels from the shipowner to the local inspector.

Under the proposed bill, Section 4463 would read as follows: "No vessel of the United States subject to the provisions of this title or to the Inspection laws of the United States, shall be operated or navigated unless she shall have in her service and on board SUCH COMPLEMENT OF LICENSED OFFICERS AND CREW AS MAY, IN THE JUDGMENT OF THE LOCAL INSPECTORS WHO INSPECT THE VESSEL, BE NECESSARY FOR HER SAFE NAVIGATION AND OPERATION," etc. Accordingly, if the bill in question be passed, vessels need no longer be manned by a "full crew, sufficient at all times to man the vessel," but merely by "such crew as may, in the judgment of the local inspectors, be necessary for her safe navigation and operation." Under the proposed law the responsibility for accidents due to insufficient or inefficient crews would rest, not with the shipowners, but with the local inspectors. In view of the conditions under which the local inspectors are appointed, and under which they retain their position—practically at the pleasure of the shipowners—the proposed law would destroy responsibility altogether.

The bill under consideration might fairly be entitled "A Bill to Provide for the Undermanning of Vessels." A rather remarkable feature of the proposed legislation is that it bears the name of Representative Goulden, of New York, a gentleman heretofore identified with the efforts to secure an improvement in the manning system. These efforts have been based upon the proposition that the present law is defective, and in fact nugatory, because of its failure to define the qualifications of the men composing a vessel's crew. In other words, efforts have been made to provide for a standard of individual efficiency as well as of numbers. The present Goulden bill is a mere repetition of previous attempts to evade the manning issue and at the same time entirely absolve the shipowner from all responsibility for the proper manning of his vessels. The need of legislation upon the subject is urgent, very urgent, but the members of Congress may rest assured that in voting down the proposed bill they are making progress, if only in a negative way. Better the present inadequate law than no law at all.

Read the decision of the United States Supreme Court in the *Hatters' case*, published in this issue. It is matter worthy the deepest study by every one interested in the preservation of human liberty and popular institutions.

Demand the union label on all products.

PARDON VAN SCHAICK.

Forty thousand signatures have been affixed to a petition asking the Governor of New York to pardon the man responsible for the Slocum disaster, and who was sentenced to ten years' imprisonment for his crime. The twelve men who found the captain of the Slocum guilty were sworn to do their duty; the 40,000 who signed the petition for his pardon are irresponsible people whose names were probably obtained for the asking, as is usual in the case of papers presented for signature when the signing does not call for the surrender of money.—San Francisco Chronicle.

If we may do so without suspicion of carping, we would draw the Chronicle's attention to the fact that no one has asked the Governor of New York to pardon the "man responsible for the Slocum disaster." Of course, a "great daily" need not be expected to bother about trifles, but it will do no harm to point out that the petition in question is addressed to the President of the United States, he being the official having jurisdiction in the case. Captain Van Schaick is imprisoned in Sing Sing, in New York State, so presumably the connection between that fact and the Governor of that State is natural and, in the mind of the great editor, inescapable. Another slight error in the remarks of the Chronicle is its allusion to the "man responsible for the Slocum disaster." Captain Van Schaick is not the man responsible for the Slocum disaster, except in an indirect sense—in the sense, for instance, that the Chronicle printer is the man responsible for the Chronicle editorial. Both of these men are equally free of responsibility, in the sense that both have obeyed orders, probably very much against their will, and as a matter of dire necessity to the end of "holding their jobs."

The petition for the pardon of Van Schaick is a meritorious document, and, as one of the 40,000 "irresponsible people" who signed it, we hope it will be received and acted upon by President Roosevelt in the spirit in which it is addressed. We can only add that if a petition were circulated with the view of imprisoning the man, or men, really responsible for the Slocum disaster, we would sign that, too, and with an even more eager pen.

That Captain Van Schaick is being made the scapegoat, the vicarious sacrifice, for others much more responsible, both primarily and ultimately, for the Slocum disaster is well understood by everybody. The facts in the case are so obvious that even a "great daily" can hardly be excused for failure to appreciate them. The responsibility of Captain Van Schaick was nominal at most. The highly inflammable character of the vessel, the insufficiency of fire-fighting apparatus, the murderously bad condition of the life-saving (?) appliances, and the worse than useless character of the crew—these are the conditions responsible for the Slocum disaster, and the owners of the Slocum are the men responsible for these conditions. Under these circumstances, to punish the shipmaster, while the shipowner goes scot free, is a travesty upon justice—in fact, a cowardly evasion of justice.

The imprisonment of Captain Van Schaick has not even the merit of "setting a good example." In other words, the example of Van Schaick will not deter other shipmasters from taking out other firetraps. Shipmasters will continue to take chances, upon the principle that it is better to do so than take the certainty of losing their jobs to other men who are more venturesome, or more necessitous, as the case may be. The only object to be served by keeping Van Schaick in prison for ten years is to make the shipowner feel more secure in his present attitude of indifference to the con-

dition of his vessels. This, we submit, is an utterly bad object. Captain Van Schaick is the helpless victim of a bad system, and therefore should not be made to bear the brunt of conditions over which he had no control. To pardon him would be an act of simple mercy, while to turn attention to the system of which Van Schaick is a victim, albeit only one of thousands, would be an act of common intelligence and public safety.

PACIFIC COAST LONGSHOREMEN.

The attitude of the "International Longshoremen, Marine and Transport Workers' Association," in refusing to accept the decision of President Gompers, namely, that the "long name" should be dropped, is producing its inevitable effect among the members of that craft who prefer to be fair rather than to be merely followers of a lost cause. The result on the Pacific Coast is seen in the severance of relations between the "I. L. M. & T. A." and the last remaining locals of that body in these parts. The following communication has been received by the JOURNAL:

ANNOUNCEMENT.

The Pacific Coast Association of Longshoremen is organized for the purpose of promoting the interests of all longshoremen and accepts as members all loaders and unloaders of vessels and barges on the Pacific Coast.

For full information apply to

J. A. MADSEN, Secretary,
248 Flanders St., Portland, Or.

In explanation of the step taken by the longshoremen, Secretary Madsen writes as follows:

The Pacific Coast Association of Longshoremen was organized on February 2-3, 1908, by the Oregon Longshoremen, the remnant of the "I. L. M. & T. A." on the Pacific Coast. The reason for severing their affiliation with the "I. L. M. & T. A." was because of the fact that they were a party to the arbitration regarding the controversy between the I. S. U. and the "I. L. M. & T. A." with Samuel Gompers, President of the A. F. of L., as arbitrator.

The decision as rendered by Gompers was satisfactory to the remaining "I. L. M. & T. A." Locals on the Coast. Had it not been satisfactory we would still have considered ourselves duty bound to abide by said decision. However, the "I. L. M. & T. A." at their late convention rejected the findings or decision of Samuel Gompers, thereby widening the breach and practically leaving the longshoremen of the Pacific to shift for themselves.

Hence the organizing of a Pacific Coast Association of Longshoremen, with the following officers: President, Geo. Hornby (former Local 264); 1st Vice-Pres., C. H. Thompson, Astoria Local; 2d Vice-Pres., J. Maher (former Local 265); 3d Vice-Pres., A. Williams, Marshfield; 4th Vice-Pres., B. Cooley, Rainier; Sec., J. A. Madsen (265); Treas., J. Hurley (264).

Secretary Madsen was one of the Longshoremen's representatives at the Erie arbitration conference, in April, 1906, and is therefore fully authorized to speak upon the outcome of the controversy. The action of the longshoremen on the Pacific Coast is not only natural as a means of re-establishing peace between themselves and other crafts on the Coast, but also inevitable as a rebuke to bad faith.

The applications of a number of longshoremen's locals for a charter from the American Federation of Labor have been referred to the "I. L. M. & T. A.," in accordance with the laws of the former body. Of course, the fate of these applications at the hands of the "long-name" people is a foregone conclusion. There remains, however, another point of equal certainty, namely, that the success of the Longshoremen as a national organization depends entirely upon compliance with the will of the labor movement, as repeatedly expressed by the American Federation of Labor.

Demand the union label on all products.

DECISION IN THE HATTERS' CASE.

(Continued from Page 2.)

accomplish the same, the following measures and acts, viz.:

"To cause, by means of threats and coercion, and without warning or information to the plaintiffs, the concerted and simultaneous withdrawal of all the makers and finishers of hats then working for them, who were not members of their said combination, The United Hatters of North America, as well as those who were such members, and thereby cripple the operation of the plaintiffs' factory, and prevent the plaintiffs from filling a large number of orders then on hand, from such wholesale dealers in States other than Connecticut, which they had engaged to fill and were then in the act of filling, as was well known to the defendants; in connection therewith to declare a boycott against all hats made for sale and sold and delivered, or to be so sold or delivered, by the plaintiffs to said wholesale dealers in States other than Connecticut, and to actively boycott the same and the business of those who should deal in them, and thereby prevent the sale of the same by those in whose hands they might be or come through said interstate trade in said several States; to procure and cause others of said combinations united with them in said A. F. of L. in like manner to declare a boycott against and to actively boycott the same and the business of such wholesale dealers as should buy or sell them, and of those who should purchase them from such wholesale dealers; to intimidate such wholesale dealers from purchasing or dealing in the hats of the plaintiffs by informing them that the A. F. of L. had declared a boycott against the product of the plaintiffs and against any dealer who should handle it, and that the same was to be actively pressed against them, and by distributing circulars containing notices that such dealers and their customers were to be boycotted; to threaten with a boycott those customers who should buy any goods whatever, even though union made, of such boycotted dealers, and at the same time to notify such wholesale dealers that they were at liberty to deal in the hats of any other non-union manufacturer of similar quality to those made by the plaintiffs, but must not deal in the hats made by the plaintiffs under threats of such boycotting; to falsely represent to said wholesale dealers and their customers that the plaintiffs had discriminated against the union men in their employ, had thrown them out of employment because they refused to give up their union cards and teach boys, who were intended to take their places after seven months' instruction, and had driven their employees to extreme measures 'by their persistent, unfair and un-American policy of antagonizing union labor, forcing wages to a starvation scale, and given boys and cheap, unskilled foreign labor preference over experienced and capable union workmen,' in order to intimidate said dealers from purchasing said hats by reason of the prejudice thereby created against the plaintiffs and the hats made by them among those who might otherwise purchase them; to use the said union label of said The United Hatters of North America as an instrument to aid them in carrying out said conspiracy and combination against the plaintiffs' and their customers' intertrade aforesaid, and in connection with the boycotting above mentioned, for the purpose of describing and identifying the hats of the plaintiffs and singling them out to be so boycotted; to employ a large number of agents to visit said wholesale dealers and their customers, at their several places of business, and threaten them with loss of business if they should buy or handle the hats of the plaintiffs, and thereby prevent them from buying said hats, and in connection therewith to cause said dealers to be waited upon by committees representing large combinations of persons in their several localities to make similar threats to them; to use the daily press in the localities where such wholesale dealers reside and do business, to announce and advertise the said boycotts against the hats of the plaintiffs and said wholesale dealers, and thereby make the same more effective and oppressive, and to use the columns of their said paper, The Journal of the United Hatters of North America, for that purpose, and to describe the acts of their said agents in prosecuting the same."

And then followed the averments that the defendants proceeded to carry out their combination to restrain and destroy interstate trade and commerce between plaintiffs and their customers in other States by employing the identical means contrived for that purpose; and that by reason of those acts plaintiffs were damaged in their business and property in some \$80,000.

We think a case within the statute was set up and that the demurrer should have been overruled.

Judgment reversed and cause remanded with a direction to proceed accordingly.

Vegetarianism is being encouraged in Italy with a view to accelerating the time when that country will be the market-garden of Europe.

Half rates for women prevail in some old Swedish hotels because they eat less than men.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 16, 1908.
Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping slack and no change in the tie-up of steam-schooners.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Mar. 9, 1908.
Shipping very dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Mar. 9, 1908.
Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 8, 1908.
Shipping poor; prospects slightly improving.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 9, 1908.
Shipping good.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Mar. 9, 1908.
Shipping still dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 8, 1908.
Shipping improving; prospects fair.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 9, 1908.
Shipping dull; prospects poor.

H. OHLSSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Mar. 2, 1908.
Situation unchanged.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 12, 1908.
Regular weekly meeting was called to order at 7:30, Dan Fulton in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
51 Stuart St.

Seattle Agency, Mar. 3, 1908.
Shipping quiet.

JOHN MEADE, Agent pro tem.

San Pedro Agency, Mar. 5, 1908.
No meeting; shipping and prospects poor.

CHAS. M. DAWSON, Agent.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Mar. 14, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Fred Swanson presiding. The Committee on Wage Scale reported that the proposition offered by the Alaska Packers' Association provided for an average reduction of fifteen per cent. A vote was taken by ballot and the proposition submitted was unanimously rejected. The Committee on Wage Scale was instructed to further confer with the Packers' Association and report at the next meeting.

Notice: At a meeting held at Black Diamond, on March 15, the above propositions were also unanimously rejected.

I. N. HYLEN, Secretary.
93 Stuart St.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 9, 1908.
Situation quiet.

WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 10, 1908.
Shipping dull.

WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Mar. 4, 1908.
Shipping slow.

DANIEL SULLIVAN, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

PROSPECTS OF THE SEASON.

There has not been much change in the Lake District since March 1. At this writing (March 8) no word has reached me as to the date when the Seamen's committee will meet the vesselowners. Everything points to a late opening, and one paper, the Plain Dealer, places the opening at about June 1, and thirty million tons of ore as an outside estimate of the business for 1908.

There is considerable vessel tonnage under charter for coal, but as far as I can learn there is no special time set to begin moving it. There are quite a number of our members at the big ports, and work continues slack. Although the work on the vessels (winter work) may begin on March 9, there will not be much of it.

The annual election of officers of the Lake Seamen's Union will, of course, take place on March 16. I believe there is no contest, except at Chicago and Tonawanda. We appear to be a peaceful, friendly, harmonious lot this year, and very little if any discontent is being shown. The Lake Seamen's Union is a rather exceptional organization in this regard. The members are, as a rule, careful, considerate and very conservative, and are proud of their organization, and they should be. There is not much possibility of disruption or defeat of any organization whose members work so thoroughly and loyally together as do the members of the Lake Seamen's Union.

I have talked with many wheelmen on the idea of a certain gentleman who wishes to abolish the old rule of 6 hours at the wheel, and establish a condition of 3 hours at the wheel and 3 hours on deck, all four men forward to stand a trick at the wheel. Our members appear to be pretty evenly divided on the question.

W. H. JENKINS.

Conneaut, O.

NEW INSPECTION RULES.

There will be no haziness in the rules governing the United States Steamboat Inspection Service this year, if men of wide experience can make the English language do its full duty.

Captain C. H. Westcott, United States Supervising Inspector of the Detroit district, on his way home from Washington, where he has been in attendance at the annual gathering of the Board of Supervising Inspectors, said:

"It is believed that the rules this year will be so clear and specific that there will be no chance for misunderstanding on the part of anybody. The matters which have tended to friction have been carefully considered, and have been straightened out."

Ever since the establishment of the Inspection Service, Local Inspectors have controlled the matter of the crew, but some one a few years ago discovered that this power was vested only in the Supervising Inspectors. It is not practicable for them to exercise it, and neither is it legal for them to delegate such power to others. When this knowledge became diffused it was deemed time to pass a law covering the point. The new ruling is acceptable both to the owners and to other interested parties.

LAKE COMMERCE INCREASING.

The total commerce on the Great Lakes for the season of 1907 was 10 per cent larger than in 1906, and 20 per cent larger than in 1905, says the Chicago Journal. If the same ratio of increase holds this year, the season of 1908 will show a volume of lake freight nearly one-third larger than three years ago.

The increase is chiefly due to larger shipments of raw material, such as ore and coal. At the same time, grain and mixed merchandise also show an increase. The two notable exceptions are lumber and flour, shipments of which have fallen off. The gross shipments of Lake freight reached 83,387,919 tons last year, of which 40,727,972 tons were Lake Superior iron ore.

Shipments of grain included 63,349,585 bushels of wheat, compared with 47,726,778 bushels during 1906. Corn, mainly shipped from Chicago, reached 44,355,990 bushels, as against 43,531,340 the previous year. This adds testimony to the increasing profits and extent of agriculture in the great Middle West.

The decline in lumber shipments is most significant. They amount to only 1,807,576 thousand feet, a heavy slump as compared with 1906 and 1905, and a decrease of 42 per cent since 1901. It is again made clear that the lumber supply in the territory adjacent to the Great Lakes is being rapidly exhausted. The shipments will soon be at zero mark, unless prompt methods of forest preservation are put in force.

The various items in the gross tonnage of Lake freight are an accurate index of industrial and agricultural conditions.

LAUNCHING OF THE UPSON.

In the presence of the largest crowd at a launching in Cleveland in years, the new freight steamer J. E. Upson, being built for the Wilson Transit Company, was given her initial dip February 22 at the Globe yards of the American Shipbuilding Company.

At 11:30 o'clock the signal was given by Superintendent Upson, and an instant later the great ship was sliding gracefully down the ways and dropped with a splash into the waters of the slip. Mrs. E. H. Churchill, daughter of J. E. Upson, for whom the boat was named, broke the bottle of champagne, and pronounced the words that christened the boat.

The J. E. Upson is 524 feet over all, 504 feet keel, 54 feet beam, 30 feet depth. She has triple expansion engines, 23½, 38, 63 and a 42-inch stroke. She has two Scotch boilers, 14½ feet diameter by 11 feet, six inches, and 180 pounds pressure. The new boat will come out at the opening of navigation, but will be ready much sooner.

Out of 12,000 employes which the American Shipbuilding Company keeps at work under normal conditions there are 9,000 on the payrolls at the various yards at present. These men are engaged on some new boats and on repair work.

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DETROIT-BAY CITY-SAGINAW RUN.

Approval of the plan to place the steamer State of New York on the route between Detroit and Bay City-Saginaw having been signified by the board of directors of the D. & C. line, it is now pretty well settled that she will go on the run at the opening of navigation. She will go all the way to Saginaw, if possible. The ratification of General Manager T. F. Newman, of the Cleveland & Buffalo line, which owns the vessel jointly with the D. & C. line, is yet to come, but it is understood that this is assured.

Formerly the steamer State of New York was operated on the Mackinac division under the name of City of Mackinac. When the present City of Mackinac and City of Alpena came out, in 1893, the steamers which had borne those names became the State of New York and the State of Ohio and were taken as the nucleus of the Cleveland & Buffalo line. When the larger steamers City of Erie and City of Buffalo came out the State of New York was shifted over to the Cleveland and Toledo route, where she ran up to about three years ago, when she was chartered by the Buffalo-Crystal Beach Company for excursion purposes. The advent this year of the new steamer Americana on that route made the State of New York available for the Detroit-Bay City run.

The State of New York is a stanch craft of 807 gross tons. She is 203 feet long and has a capacity of 900 passengers and 250 tons of freight. She was built at Wyandotte.

BREAKWATER WILL COST \$653,000.

Contractor Schnorbach of Muskegon, one of the firm which will construct the breakwater at Ludington, says that he will construct both arms of the harbor of refuge at once instead of confining the operations to one arm exclusively. The contract price is \$653,000 and it will require four years for completion. After this expenditure has been made there will remain about \$150,000 of appropriated funds for Ludington harbor, which will be used to construct two short arms connecting the inner ends of the breakwater with the shore, completing the arrow-head shape in which the breakwater will be constructed and forming an outer harbor the like of which will not be found on Lake Michigan.

The steamer Mariposa, which for several seasons has been used as a fishing boat on Lake Superior, but which, because of her size and appointments, has been a veritable "Queen of the Lakes" in that vocation, has been sold by Endress Brothers, her owners. The craft is now in winter quarters at the Soo. She will be refitted as an excursion steamer, for which she was originally built.

Vessels are being lined up rapidly to load coal at all of the Lake Erie ports. Coal is coming forward from the mines in large quantities. The rate for spring delivery has not been fixed, but the vessels loading now will get the opening rate.

THIRTY NEW VESSELS.

Thirty new vessels, with a carrying capacity of 204,700 tons a single trip, will be launched by the Great Lakes transportation companies before the opening of navigation. The total cost is estimated as \$9,750,000. In addition to this the passenger steamer City of Cleveland is being rebuilt at a cost of \$1,000,000.

In the new fleet will be twenty-six bulk freighters, two package freighters and two passenger boats. The largest of the freighters will be two of 10,500 tons capacity. Both are being built at Duluth. They will be 557 feet long, 52 feet beam and 31 feet depth.

Since 1902 the Lake companies have built, including the foregoing, 265 vessels, of which 219 are large bulk freighters. The fleet provided in the last seven years will carry 33,000,000 tons of the 75,000,000 on the Great Lakes.

This year's output will add to the total carrying capacity of the Lake fleet for their eight months' season 4,094,000 tons, averaging twenty trips for each ship.

TO IMPROVE WELAND CANAL.

The St. Catharines Board of Trade is endeavoring to make the deepening and enlargement of the Welland Canal a live issue. A resolution is to be prepared and sent to the various boards of trade for their sanction, and then a memorial on the subject will be drawn up and presented to the Dominion Government. The Board of Trade feels that the enlargement of the Welland Canal is of vital importance to the growth and prosperity of the Niagara peninsula towns and cities, as well as other cities and towns along the route to Montreal and Quebec.

The committee on new construction of the United States Steel Corporation has approved the general plans of the proposed steel plant for Duluth. G. L. Reis, vice-president and general manager of the Minnesota Steel Company, has returned from New York, where he has been for two weeks with the plans for the inspection and consideration of the committee. The plans, as approved, embrace the construction of two blast furnaces, seven open-hearth furnaces, one blooming mill, three finishing mills, one of which is to be a rail mill, 150 to 160 by-product coke ovens, and a village of 100 dwellings to begin with.

Duluth people are, of course, much interested regarding the time the work of actual construction will begin. That can not be stated definitely, but it is known that the construction will be governed to some extent by the general conditions which prevail throughout the country in the iron and steel trade. The work will be started this season, but there is much preliminary work to be accomplished, and this will be disposed of first.

The power for the operation of the steel plant will be electricity. This will be nearly all provided by utilizing gases for generating it. The blooming plant will be operated by steam power.

The Western Transit Company will have an office in Kansas City next season. J. Z. Pullinger will have charge of the office and he will also represent the Rutland line.

MARINE ITEMS.

Captain D. A. Kendall, Algonac, Mich., will sail the steamer Uganda of the Mehl fleet next season.

Duluth now has 385 vessels of various types enrolled, with a gross tonnage of 18,301. There are 35 more boats enrolled than in 1907, according to the Collector of Customs.

The steamer ordered by John J. Boland, of Buffalo, will be named the Adam E. Cornelius. The steamer will be operated by the American Steamship Company and managed in the office of Boland & Cornelius.

The Triton Steamship Company, with headquarters at Mentor, was incorporated at Columbus recently with a capital stock of \$170,000. The new company will operate the steamer building for R. P. Ranney and others.

The pension feature has been eliminated from the bill providing for better things for Government Life-Savers on the Great Lakes. The pay of keepers will be raised \$200 per year, first surfmen \$5 per month and other surfmen 30 cents per day.

The new steamer John A. McGean, being built for Hutchinson & Co., was launched at the Lorain yard of the American Shipbuilding Company on February 22. The John A. McGean is 452 feet in length, 52 beam and 28 feet molded depth. She will be sailed by Captain Charles A. Benham, and her chief engineer will be P. F. Lyons.

The report from the steamer Winnebago as having arrived at Hongkong, China, recalls the fact that the steamer was originally intended for the Great Lakes trade. She is a 200-foot steel steamer. Built in 1893, she was the first vessel constructed at the St. Clair yards of the Columbia Iron Works, which has since become the Great Lakes Engineering Works.

Gary, the new port on Lake Michigan, which in time will be one of the greatest ore receiving ports on the Lakes, will receive about 1,000,000 tons of ore this year. When the plant at Gary is completed it will have sixteen furnaces and will require about 5,000,000 tons of ore a season. It will be some time, however, before all the furnaces are in blast. It is expected that eight of the furnaces will be in operation in 1909, when about 2,500,000 tons of ore will be handled at the new port.

The Great Lakes Towing Company will convert the schooner Wayne into a lighter between now and the opening of navigation. She will be equipped with a traveling derrick and grab bucket and will be located at Chicago. The work of transforming will be done by the Great Lakes Towing Company in Cleveland. The Wayne was swept onto the beach near Hancock two years ago, and she remained there until last season, when the new wrecking tug Favorite, owned by the Great Lakes Towing Company, went up there and pulled her off. The schooner had long since been abandoned, so that she became the property of the company when pulled off.

NEW DOCK AT ASHLAND.

The work of tearing down the Northwestern ore dock is progressing rapidly and will shortly be completed. Two piledrivers and about 200 men are at work on the job. All of the old piling is being pulled up, and although having seen service for twenty years, is in good condition and will be used elsewhere. About 100 piles, from fifty-five to sixty feet long, will be used in the construction of the new dock.

It is estimated that about 7,000,000 feet of lumber will be necessary in the construction of the new dock, practically all of which is Washington fir. The new dock will cost about \$700,000, and will be completed before the opening of navigation.

INFORMATION WANTED.

Daniel H. Brown is requested to communicate with Mrs. E. C. Brown, Algonac, Box 128.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

Herbert Douglass, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglass, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

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ABOUT PUNTA ARENAS.

Punta Arenas, where the American battleship fleet made its third stop in its cruise around South America, is both a unique and important port. It is the southernmost city in the world. Although located in a section which upon old maps appeared Tierra del Fuego, the supposed home of to be a part of Patagonia and close to wild men and cannibals, it is a growing, progressive and up-to-date town with a population of 15,000. It has wide streets, some of which are well paved; several imposing public buildings, a number of fine residences, an opera-house, clubs, a good system of electric lighting and water supply, and other modern characteristics.

Punta Arenas has the distinction of being the capital of the Chilean territory of Magellanes. It is a free port of entry for all vessels, and it is not an uncommon sight to see a score or more of merchant steamers and ships at anchor in its harbor. It is an important coaling port for all boats passing from the Atlantic to the Pacific. It has an increasing export trade in wool, hides and tallow. In 1905 these products to the value of \$9,000,000 were exported. In the same year over 75,000 carcasses of frozen meat were shipped to England. The country of Chile and Argentina in the vicinity of Punta Arenas, its commercial entrepot, has had a development in sheep and cattle raising not unlike that of the western section of the United States. Where a few years ago the maps represented the territory as being wild and unexplored, there are now great sheep and cattle ranges owned by Britishers and Germans. The pasturage to the north-east of Punta Arenas is remarkably fine, and because of the cool climate the neighborhood seems best adapted to the production of heavy wool. Great companies have been started to develop the grazing facilities, and some are yielding a yearly profit of 300 per cent. Others have been purely speculative and have brought disaster to those investing in them. In the 100 miles reach of country from Punta Arenas to the Argentine frontier there are probably about 2,000,000 sheep and 20,000 head of cattle.

The Straits of Magellan reach practically 315 miles from the Atlantic to the Pacific, divided into two parts, with the eastern somewhat longer than the western. At Cape Froward, the dividing point, a turn at almost right angles is made. The widest portion is nearly thirty miles, while the narrowest is barely one mile. Since the boundary settlement between Chile and Argentina of 1881 the Straits of Magellan have belonged to the former country, but the waterway is not to be fortified and is always to be open to international navigation.

The climate is cool and bracing, and it is the only place in South America where skating and sleighing can be engaged in for a considerable portion of the winter. Our fleet, however, was there at the end of summer, inasmuch as the seasons south of the Equator are just the reverse of those to the north. In other words, autumn is just starting in Punta Arenas. While stopping there the American sailors had a chance to breathe bracing air full of ozone and not only recuperate from the long trip down through the tropics, but prepare themselves

for the equally long journey north across the Equator before they reach California.—John Barrett in Publication of Bureau of American Republics.

ORIENTAL IMMIGRATION.

In reply to a communication from the editor of a New York newspaper, Consul James G. Carter, of Tamatave, furnishes the following information regarding the rules and regulations governing the immigration of Orientals into Madagascar:

No distinction is made between the admission of Chinese, Japanese and Hindoos, nor is there any distinction made in the right to enter the island between Asiatics and other immigrants. There is, however, a distinction made with regard to the right of abode, the right to transact business, and the manner of assimilation. The delivery of a permit to land for all Asiatics over 16 years of age entails a payment of \$4.82, an equivalent to the various taxes imposed upon the natives. In addition, all Asiatics engaged in trade, industry, or profession pay the following taxes: Holders of first, second, and third-class licenses, \$193; holders of fourth and fifth-class licenses, \$77.20; holders of sixth-class licenses, \$38.60. Reductions are made in these license taxes to certain persons engaged in small trade. Skilled laborers, exempt from license taxes, pay \$4.82.

Asiatics are grouped into congregations, for the accurateness of the declarations made by members thereof, for the fixing and payment of licenses, and for any fines that may be incurred. From the day of arrival of Asiatic immigrants they are bound to ask for admittance into the congregation established in the province wherein they desire to reside; should the congregation refuse them admission, not caring to be responsible for them, they, as well as African foreigners, are placed under the superintendence of the police, who shall assign them to their places of residence. The chiefs and deputies of congregations, appointed at the request of the members, by the governor-general, must keep lists of the members, give notice of all changes in the congregations, and co-operate with the administration for their policing. A landing tax of \$4.82 is imposed upon all foreigners entering Madagascar, recoverable when they leave the colony, or after five years' residence therein. This tax is levied for the protection of the government, for hospital and repatriation expenses.

MADAGASCAR PEARL FISHERIES.

The Government of Madagascar has recently granted two concessions for pearl fisheries, of which the following is a brief summary:

The grants cover the entire west coast, a distance of 1,000 miles, with the exception of 200 miles for which two concessions were made in the year 1906. The earlier grants attracted little interest, and apparently no efforts have been made to develop them. There are some indications that the two more recent concessions will be operated, perhaps jointly.

According to the text of the decrees, which have not been definitely approved, the authorization is personal and cannot be sold or transferred without the approval of the Governor-General. The use of divers,

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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29 ERSKINE STREET, SYDNEY, N. S. W.

machinery, dredges and other apparatus and the establishment on certain points of the coast in the zone specified of installations necessary for the industry are permitted on the condition that such installations will not interfere with navigation, fishing or coast travel. The terms provide for the payment of a tax during the first year, with a stated increase per year. At the expiration of a specified period the tax is to be revised according to the prosperity of the undertaking. Every year a report of the installations made and the results obtained must be forwarded to the Governor-General. The concession may be canceled for failure to begin operations within a stated number of months; for abandonment of the work throughout any one year of the period of concession, except in the case of unforeseen circumstances; for nonpayment of the tax; or for renting or transferring without authorization. At any time when the interests of the Colony or public services may require, the privilege may be withdrawn without indemnity.

The population of Oklahoma is about 1,500,000, and the increase in Oklahoma City, the metropolis, which now has 32,452, has been 232.3 per cent in seven years.

TRADE-UNIONS IN EUROPE.

While in England the last meetings of the Labor party brought us the surprise that socialistic theories were readily adopted, an opposite movement among French and German laborers is beginning to cause great anxiety to the leaders of the Social-Democratic party and to be the special target of their attacks. As a nickname these new organizations that are recruited from the best part of the laboring classes have received the designation of "Yellow Trades-Unions." The origin of this name goes back to the extensive strikes in the French mining district of Monceau les Mines and in the manufactories at Creuzot in 1901. Then it came to a split among the workmen. Those not any more inclined to obey the terrorist leaders held meetings of their own in closed rooms. Their adversaries assembled outside these building and smashed the windows, so as to be able to hear what was said inside and to interrupt the proceedings by yelling shouts. Promptly the disturbed audience pasted yellow paper over the window frames and glass fragments. From the color of this protective paper the whole movement received its name.

In reality the antagonism covered by this name is well defined and full of meaning. The more sensible workmen refuse to admit the principle of an eternal class struggle based upon absolute enmity against every employer, a principle that has been laid down as the very essence of trade-unionism at the last party meetings of international Social-Democracy. In France already 439 trades-unions seceded from the Workmen's Federation and agreed, at their third congress, held in Paris from April 11 to 14, 1907, on a new programme of ten articles, from which we quote the third: "Rejection of all strikes that have not an exclusively professional character and that are not necessitated by the proved obstinacy of the employers concerned."

Even now, in the seventh year of its existence, the French workmen's organization bound to the new programme is estimated to comprehend not less than 600,000 industrial laborers.

A similar movement is also spreading in Germany for the last two years. It took its origin at Augsburg in some of the larger manufactories, and has since found acceptance among the miners of the Saar district and among the mill hands in Berlin, Dresden, Hamburg, Magdeburg, Gera, Crimmitschau and Nuremberg. A number of millowners have readily contributed to the funds of such unions that were limited to their own concern, by either supporting the welfare institutions newly created or by defraying the expenses of popular lectures on scientific subjects. The consequence is the limitation of many new associations to the workmen of certain large establishments, such as the hands in the Krupp's Grusonwerk at Madgeburg, the factory workmen and girls of the Siemens-Schuckert works at Nuremberg and the employes of the firm of Ludwig Loewe & Co., in Berlin. Only recently the wider type of trade-unionism is represented in the German "yellow" movement. Thus the "Free Union of German Metal Workers," the "Building Trades Union of Greater Berlin and its surroundings" and the "Federation of the Assistant Bakers and Confectioners of Germany" are of wider compass.

Quite recently all the "yellow" trade-unions were brought together in the "Alliance of Patriotic Workmen's Unions." In the somewhat lengthy rules and by-laws of this organization the antagonism against "Social-Democracy, with its political and economic fallacies," is expressly pointed out. The new organization strives at a bettering of workmen's wages and the conditions of labor by all possible means, "but in direct opposition to the theory of class hatred and class struggle." As their principal weapons the leaders propose peaceable negotiations between employers and employed; petitions to the supervising authorities created by the factory laws, and to the Parliaments and Governments in Germany; representatives watching the decisions of the Social Insurance Office in Berlin; popular lectures on all observable changes in the economic affairs and in the condition of the bread-winners. By a newspaper of its own the organization will supply to every individual member a regular survey of its latest doings.—Continental Correspondence.

ABSENTEE LANDLORDS IN ITALY.

East Siders in New York have been having a lively time with their landlords. A "rent strike" has been declared and a lot of bitter feeling has been aroused on both sides. The tenants feel that they are being "held up" by the landlords, and the landlords insist that the tenants are entirely unreasonable. Antonio Mangano tells about the troubles of Italian tenants in Charities and the Commons, troubles that make the East Siders' difficulties look mighty small in comparison. Mr. Mangano says: "The absentee landlord is one of the curses of the country. The owner of large estates—one well-known family is said to possess thirty such towns as Forano, with fields and vineyards—intrusts his property to a financial agent, whose business it is to get as much as possible from the tenants, so that the owner may be maintained in luxury and idleness in the large cities. The property owners care nothing for the welfare of their tenants; the agents care less.

"The rental terms differ in different sections, but before emigration had grown to such enormous proportions the peasant was entirely at the mercy of the land agent or his padrone. His condition was such that in order to get enough black bread for his family he must accept the most grinding terms, paying in wheat for the little patch of exhausted soil which required the combined labor of man, wife and children to eke out a miserable existence. And if, after toiling early and late all summer, the crops failed in a bad season, no pity was shown him. The full rent must still be paid; there was no escape; he must submit or starve, and even then half starve through the winter. We saw families last winter in a town where there had been no meat for over a month, and if they had their portion of cornmeal polenta at noon it meant they could have no supper at night. The peasant never thinks of moving from one town to another to better his condition. The possibility is too remote and the moving far too expensive. It is easier to cross the ocean, and this he now does. The third-class Government passports for the very poor are free. The steamship agent will gladly lend him money and another sturdy toiler is lost to Italy."

RACE QUESTION IN COLONIES.

At many points in the British Empire the broad question of Oriental immigration has been raised in an acute form. The Canadian excitement over Japanese and Indian immigrants needs only to be referred to. It was openly stated in Canada the other day that, if the Japanese Government had not consented to restrict emigration on its own account to North America, the Dominion Parliament would have been forced to tear up the Japanese treaty and enforce an Exclusion law. Of course, Canada would no more tolerate a heavy immigration from India than it would one from Japan. Australia's position is even more clearly defined toward all the Oriental races. The Commonwealth already has its Exclusion laws and the Imperial Government, even in Mr. Chamberlain's day, did not dare to nullify them even in behalf of the King's Indian subjects. The Sydney Herald recently, in answer to the London Times' protest against these colonial laws as being inimical to Imperial interests, declared with notable emphasis:

"It might as well be plainly and definitely understood in England, once for all, that, at whatever cost, the Commonwealth will determinedly adhere to the white ideal. If the mother country's protection were withdrawn Australia might or might not assert herself, but we should make the attempt; there is no possibility of compromise. Asiatic exclusion is a life and death matter for a small white community within jumping-off distance of the teeming Orient. In declaring for a white Australia we have at stake Western civilization, our breed and our institutions. A white Australia keeps one of the finest stretches of the world's surface for the British race, which is the greatest service to the British connection of which we can conceive ourselves capable."

The colonial attitude is not without support in the mother country, particularly among some of the great colonial administrators. Sir West Ridgway writes to the Times that while "friendly persuasion" might well be used to secure the removal of provisions of the Transvaal law that are obnoxious or humiliating to the Indian residents of that colony, still an exclusion policy is well within colonial rights. "When white men adopt this policy," he says, "in the countries which they govern they are inspired by the instinct of self-preservation, and although, no doubt, this instinct occasionally runs riot, yet it must be recognized and respected, in short, restriction or exclusion is a question of degree which varies in different localities, and which can best be settled by the Government of the self-governing community interested."—Springfield Republican.

The noble Church of St. Michael, Coventry, England, the structure of the three tall spires, is the largest parish church in the British Isles, being 293 feet long by 127 feet wide, St. Nicholas Church in Yarmouth being the next largest.

This world contains altogether 1,750 submarine cables, totaling 200,000 miles in length and dropped into their watery bed at a cost of \$275,000,000.

World's Workers.

The strike of the dock laborers at Callao, Peru, finally has been settled. The men struck for shorter hours and increased pay.

The number of British paupers relieved on one day in January, in 35 selected urban districts, corresponded to a rate of 226 per 10,000 of the estimated population.

The Workmen's Unemployed bill was defeated in the British House of Commons on March 13. The majority against the bill, which is frankly admitted to be socialistic in character, was 149.

It is reported that nearly one-half of the 4,000 to 5,000 diamond-cutters of Antwerp were thrown out of work through the failure of orders from the United States on account of the financial crisis.

The number of fatal accidents to British seamen reported during January was 116, as compared with 115 in December and 106 in January, 1907. The mean for January in the five years 1903-1907 was 131.

The Finnish Legislature has passed the Bakers' bill which makes eight hours a legal day's work in all bakeries throughout Finland. The same bill provides that night work in bakeries shall be prohibited.

In 1896 there was little or no legislation in New Zealand to protect 32,387 factory operatives. Then the operatives commenced to join unions, and now there is lots of legislation to protect them, and their numbers have increased to 75,310.

Police Magistrate Williams at Vancouver imposed fines of \$500 each on eighteen Hindoos who recently arrived in British Columbia, and who were unable to pass the educational test provided in the Provincial Government's new Natal Immigration Act.

The Lorrymen, Draymen, and Carters' Union of Brisbane, Australia, in a recent conference with the Carters' Association, secured for its members an advance in wages, a ten-hour day, overtime ranging from 1s to 2s per hour, and eight holidays in the year.

There was rioting in Cartagena, Spain, on February 29, an outcome of the strike of shopkeepers, who are protesting against the elevation of the octroi duties. Gendarmes summoned to disperse a crowd found it necessary to charge. Several of the demonstrators were wounded.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshops Act during January was 50, there being 45 cases of lead poisoning and 5 of anthrax, as compared with 37 cases and 4 cases, respectively, in January, 1907.

The net result of all the changes in British wages in January was an increase of £15,515 per week, as compared with an increase of £7,751 per week in December. The number of workpeople affected was 424,625, of whom 368,968 received advances amounting to £18,772 per week, and 55,657 sustained decreases amounting to £3,257 per week.

John O'Brien of Cleveland, former representative of the Structural Iron Workers' Union, was sentenced to six years' imprisonment at hard labor in the Ohio penitentiary on March 7. O'Brien was convicted of assault with intent to maim George Riley, a non-union foreman, in a labor riot at Ashtabula harbor on February 5.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Dietrich Doerflin, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thorsen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Seattle, Wash., Letter List.

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Adams, Chas.	Johansen, K. F. -1677
Ahlstedt, And.	Jorgensen, H. -1925
Akesson, H.	Jorgensen, Olaf
Alfsen, K.	Johanson, J. F. -1462
Andersen, E. -1149	Johansen, O. K.
Andreasen, O. S.	Johnson, H. L.
Anderson, Victor	Karlson, Oscar
Anderson, L. T. -735	Karlson, Victor
Anderson, Aug.	Kalning, Jacob
Anderson, H. M.	Kammer, A.
Andersen, A. -1520	Kelder, Edmund
Andersen, Chas.	Khalbetzer, F.
Anderson, O. -1531	Klaesson, Karl
Anderson, Andrew	Klahn, Chas.
Olaf	Koppen, B. O.
Anderson, O. L.	Kristoffersen, Emil
Anderson, Eskil	Kristiansen, Gustav
Anderson, J. -1514	Kushel, V. J.
Anderson, Gus	Kummerlowe, O.
Andersen, J. -1402	Kuselue, Pete
Anderson, Axel P.	Lain, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Laix, U. E.
Benghsen, I.	Larsen, F. -1098
Behrsin, J.	Langvort, C.
Becklan, J.	Lange, C.
Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
Bhom, Adolf	Leonhart, Alf.
Billington, M.	Lersten, J.
Birklund, R.	Lewis, Geo.
Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Bohlman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
Campbell, Geo.	Lind, Gust.
Carlson, C.	Lockey, Harry
Carlson, A. M.	Loterus, M. P.
Carlson, A.	Lorntsen, J.
Capella, H.	Lundquist, A. -1352
Carlson, Jacob.	Lubeck, R. A.
Cashineyla, Manuel	Luby, W.
Cameron, Fred	Lund, H. C.
Corl, V.	Lysell, Geo.
Cella, Ed.	Mason, S.
Cesner, Chas.	Mayers, P. M.
Christensen, Einar	Masterson, D.
Christiansen, P.	Markman, H.
Christiansen, Fred.	Meheut, Joe
Christensen, Otto	McSweeney, M.
Christoffersen, And.	McKenna, P. J.
Charleson, M.	McAdam, J.
Christensen, J. -965	Mitchell, C.
Clarkson, C.	Mikileit, E.
Courtney, Alf.	Mortensen, J.
Colby, Ernest	Morris, E.
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Currant, Nicholas	Nass, Axel
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Danielsen, Ernest	Nilson, S. -731
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Dobell, E.	Nilson, M. -857
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Eduardsen, J. -431	Nilson, N. -827
Edvardson, John	Nilson, K. E.
Edelman, Gunnar	Nilson, M.
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Eklund, P. H.	Nordenberg, J.
Ekholm, Ellgins	Nyberg, Eric
Ellingsen, P. -568	Nyhaugen, Jullus
Elwood, Alf.	Nygren, B.
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Engelhardt, Edw.	Olsen, C. O. -705
Eriksen, A.	Olsen, Albert
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Eskola, H.	Olsen, Harry
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Feldil, J. A.	Olsen, G. E.
Fitzgerald, H.	Osses, A.
Flyn, J. P.	Osterholm, G. W.
Forlund, Wicher	Owens, J. H.
Follon, Thomas	Pankhurst, Thos.
Fredrikson, C.	Palmer, J. H.
Frankenberg, V.	Paulson, O. -1183
Frisland, Chas.	Paulson, Paul
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Gad, Vincent	Pederson, K. -980
Garten, Olaf.	Pederson, T. A.
Gabrielson, Gust.	Pederson, M. -908
Gartsson, F. J.	Polson, Carl
Garbers, H.	Polge, Louis
Ganber, Jas.	Pritch, Frank
Gad, Christ	Quade, P.
Gelsler, Johannes	Quetscke, R.
Gurstrom, F.	Rasmussen, R. -525
Gundersen, Andreas	Rasmussen, Fred
Gustafson, Ralf	Reinick, H.
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Hansen, Karl	Rose, W. H.
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Halberg, Oscar	Sampson, C.
Hanson, W. -1620	Sande, A.
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Hayden, Albert	Samuelson, A. M.
Halversen, E.	Samuels, J.
Hagman, H.	Scott, E. G.
Hahkonen, G.	Schubert, Max
Hawkes, W. J.	Schuberg, F.
Hansen, Ole T.	Scheriau, Rob.
Henningsen, S. J.	Schmitt, F.
Hermansen, Frantz	Schafer, Paul
Hilgesen, H.	Schultz, W.
Herre, Edmond	Schulze, Aug.
Heggerson, Louis	Sebelin, Chr.
Hovdi, Paul	Seddon, R.
Holm, John	Shannon, H. C.
Ilavgaard, T. S.	Simonsen, B.
Holmes, T. A.	Sivertsen, Anton
Ilaglund, R.	Sivertsen, S. B.
Hofslund, M. B.	Slemers, B.
Iuersen, S. B.	Smith, Ed.
Jacobson, John A.	Smith, J. A. W.
Jacobson, Hans	Smith, Ed.
Jensen, P.	Soyland, Arthur
Jensen, Ludvik	Soderholm, Alarie
Jorgensen, Alfred	Sovik, C.
Johnson, J. -983	Soenvecke, A. -1321
Jorgensen, Wm.	Staff, C.
Johansen, Johannes	Stander, A.
Johnson, C. -1592	Steine, I. L.
Johnson, J. A. -1659	
Johansen, H. -2126	

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Union Made
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HONOLULU, H. T.

Storr, W. T. Wallace, A.
Stenmark, J. Wahlstedt, A. R.
Straton, W. Van Wanons, Geo.
Svendsen, S. -1714 Walmer, E.
Syvertson, F. Froberg Walrath, C.
Systmanti, H. Wahlstrom, A.
Taylor, Ed. Wrrich, P.
Thomassen, R. -2184 Wilson, S.
Tiesing, E. A. Witt, E. S.
Tongerson, K. Wimmer, Geo.
Tornquist, M. Winters, C.
Tuominen, A. Wickblad, O.
Udley, H. T. Woods, J.
Ustad, J. S. Wylurg, E.
Yonger, O.

Portland, Or., Letter List.

Andersson, A. Johnson, Andrew
Andersen, Geo. Chr. Jaensen, Hans
Andersen, Fritjof Johanson, A. J.
Anderson, Algot Johansen, F. B.
Anderson, N. S. Jansson, Joel
Andreassen, Nels Kristoffersen, Emil
Arras, Moritz Lettre, Honore
Borge, Sigurd H. Larsen, F. -1113
Bartels, Otto Le Fewre, Louis
Boström, N. A. Lindstrom, Emil
Bakke, C. Lerch, Paul
Bagdon, W. Lyche, Haris M.
Bauwens, Ed. Maack, Hans
Bergh, Edw. Nordenberg, Alf.
Bluhm, Peter Nordenberg, John
Bjorkman, Chas. Nelson, Louis
Berthelsen, Alfred Nilsen, Edvin
Bergquist, Stanley Nurmi, E. W.
Brookmann, Robert Nordstrom, Knut O.
Cone, Pierre Ordig, Bruno
Conneche, H. Olson, Olaf
Dahl, John O'Malley, John
Dalton, Thomas H. Olsen, Gunval
Eriksson, E. J. Olsen, Arthur G.
Gustafson, A. Olson, Albert
Goethe, Victor B. Peterson, J. A.
Gordlad, Arthur Pettersen, Harald
Gustafson, Ellis A. Peterson, Ed.
Griel, B. Peterson, H.
Hansen, G. M. Peterson, John
Hansen, Aldan Pohlmann, Hans
Holmes, T. A. Rossbach, Walther
Hogen, Bernt Rosenvold, Isak
Hansen, Geo. Russell, Ed.
Hegan, Paddy Raetz, Aug.
Haagensen, Martin Rasmussen, Adolph
Hartman, Karl Schmidt, Fritz
Hansen, John Smith, Max
Hansen, H. Sjöström, T. E.
Hansen, Harrold Wikström, Anton
Henriksen, P. Wilsen, Anders
Johnson, John H. Walther, M.
Jacobsen, Ole

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of
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Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
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Successful Compass Adjuster. Ocean
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American and British.

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Pt. Townsend Letter List.

Akesson, Hjalmar Ligerbrains, Gastie
Aken, E. Nilson, Hjalmar
Casey, J. W. Niken, M. V.
Coakley, Timothy Stackeasson, C.
Fernstrom, Sven Stevens, W.
Kuhl, Herman Svane, A.
Olsen, Alfred. Weber, Ch. O.

Home News.

Hiram Percy Maxim has been
granted a patent upon a device de-
signed to render the discharge of a
firearm practically noiseless.

One hundred and sixty-seven chil-
dren were burned to death in the
public school at North Collingwood,
a suburb of Cleveland, O., on March 4.

The Democratic State Committee of
Minnesota on March 6 adopted a reso-
lution indorsing Governor Johnson of
Minnesota for the Presidential nomi-
nation.

By a vote of 21 to 17 the New York
Board of Education on March 5 de-
feated the proposal to reintroduce cor-
poral punishment in the public schools
of that city.

The United States Senate on March
2 passed a bill authorizing the entry
under the Homestead laws of 320 acres
of land instead of 160, as at present,
when the land is arid and incapable
of irrigation.

August W. Machen, the former offi-
cial of the Postoffice Department at
Washington who has served a term
of several years in the West Virginia
penitentiary at Moundsville, was re-
leased on March 6.

The House of Representatives on
March 6 passed the bill to pay the
Archbishop of Manila of the Roman
Catholic Church \$403,000 for damages
to church property by the forces of
the United States.

The third of the Pennsylvania Rail-
road Company's tunnels under the
East River, New York, was opened
on March 5. The shields started from
opposite sides of the river and came
together almost perfectly.

The Liberal Government of New
Brunswick, which has been continued
in office under one form or another
for twenty-five years, was overthrown
in the general elections held through-
out that Province on March 3.

The Widows' Pension bill, now be-
fore Congress, increases to \$12 per
month the pensions drawn by widows
of soldiers who served in any Indian
War, the war with Mexico or the
Civil War. The estimated annual cost
of the bill as reported is \$14,678,112.

Representative Dalzell, of Pennsyl-
vania, has introduced in the House by
request a bill to establish in the Uni-
ted States a "tuberculosis fund to be
used in the investigation and develop-
ment of methods of treatment of tu-
berculosis," and appropriating \$600,-
000 for that purpose.

The Army Pay bill was passed by
the Senate on March 6. The bill pro-
vides for Army officers a graded in-
crease of pay ranging from 5 per cent
for Lieutenant-Generals to 20 per cent
for junior officers. It also provides
that "the average pay of enlisted men
of the Army as now established be
increased 40 per cent."

The report of the Royal Commis-
sion appointed to investigate the col-
lapse of the cantilever bridge across
the St. Lawrence at Quebec last Au-
gust, in which more than 70 lives were
lost, is understood to show that the
accident was due to a defect in the
design and a miscalculation of the
maximum strain to be placed upon
the great central span.

The Secretary of Commerce and
Labor has issued a sweeping order to
all commissioners of immigration and
immigration inspectors directing them
to confer with the police with a view
to securing the "co-operation of the
police and detective forces in an ef-
fort to rid the country of alien anar-
chists and criminals falling within the
law relating to deportation."

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UNIONISTS

That the best made shoes—the shoes made under the best manu-
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Ask your dealer for Union Stamp Shoes, and if he cannot supply
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246 Summer Street, Boston, Mass.

SMOKERS

See that this label (in light blue)
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you are served.



Domestic and Naval.

The new scout cruiser Birmingham successfully fulfilled the second of her Government-contract requirements on March 12 by maintaining for four hours a speed of 24.32 knots an hour.

The purchase of three new steam colliers, with a coal-carrying capacity of 7,000 tons, at a cost each of \$525,000, was agreed to by the House Committee on Naval Affairs on March 13.

The United States battleship fleet arrived at Magdalena Bay on March 12. After the completion of target practice the fleet will proceed to San Francisco, where it is scheduled to arrive on May 5.

It is officially announced that the United States battleship fleet will leave San Francisco on July 6 for the Hawaiian Islands and Philippines, calling at Samoa and Australian ports en route. The fleet will return to the United States via the Suez Canal.

A charter that savors of ante-bellum days was reported in the ocean freight market at Philadelphia, Pa., recently. It was that of the British steamship Reindeer, to load "lumber and negroes" from Savannah and Cuba to the Amazon River.

The House Committee on Rules on March 5 decided to report favorably the resolution of Representative Lilley, providing for the appointment of a committee to investigate charges of corrupt influence in connection with the authorization for torpedo boats.

The American schooner William H. Skinner, from Georgetown February 14 for New York with lumber, was sighted, waterlogged and abandoned, 200 miles northeast of Cape Hatteras on the 22d by the steamship Byron, which arrived at New York on the 27th from Rio de Janeiro.

The Bureau of Navigation reports that sixty vessels, of 15,352 gross tons were built in the United States during February. The largest steel vessel included in these figures is the Mauna Kea, of 1566 gross tons, built at San Francisco, for the Inter-Island Steam Navigation Company.

The Holland-American liner Rotterdam, of 24,140 tons, was successfully launched at Belfast, Ireland, on March 3. An attempt was made on February 23 to launch the Rotterdam, but the vessel refused to take the water, owing to the tremendous pressure on the ways, which had not been properly greased.

The Italian Steamship Company, which will inaugurate a service between Philadelphia, Pa., Naples and Genoa with the sailing of the 10,000-ton steamship Ancona from Philadelphia on April 20, has obtained terminal facilities and appointed agents to take charge of the business at the first-named port.

The New York branch of the American Association of Masters, Mates and Pilots reports that 40,000 signatures have been secured to the petition which will be sent to President Roosevelt, asking him to pardon Captain William Van Schaick, of the steamer General Slocum, now serving a ten-year term in Sing Sing Prison.

The Cunard liner Mauretania on March 12 established a new eastward transatlantic record by two hours and thirty-six minutes. She arrived at Queenstown after a passage of five days and five minutes, covering a distance of 2,932 knots. The average speed was 24.42 knots, as against her previous record of 23.90. The best day's record was 575 knots, with an average of 24.77 an hour.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Aasen, Alfred
Abolin, K.
Ackerson, Peter
Ahlborg, G. A.
Ahlborg, R. W.
Ahloft, Wm.
Akselsen, Gus
Alksone, August
Allen, Fred
Allen, James
Alquist, Oscar L.
Ambros, Jacob
Andersen, -898
Andersen, -1420
Andersen, -1073
Andersen, Geo.
Andersen, Oscar
Andersen, Emil
Andersen, John
Baillie, Joe
Banke, -1646
Barney, Harry E.
Barre, Rene
Barrach, Herman
Barry, Michael
Basberg, H. H.
Beausang, Eugene
Beckwith, Walter
Belin, Eric
Belling, Oskar
Bengtsson, J.
Benson, -1611
Berentsen, Oskar
Perg, A. C.
Berge, Johan S.
Berge, Peder
Bergquist, Stanley
Bergstrom, Frank
Berlinz, Emil
Bickel, Leonard
Bjerregard, Chr.
Bjork, Algot
Bjromsgaard, C. E.
Cameron, H.
Carlsen, Hans
Carlsen, John
Carlsen, O.
Carlsen, Hans H.
Carlsen, Conrad
Carlson, A.
Carlson, Th.
Carlson, M. A.
Carlson, Carl
Carlstrom, A.
Carron, Eddie
Caspari, Aug.
Castro, Lucas
Chambers, A. G.
Dache, Paul
Dahlman, J. A.
Daley, W. C.
Danberg, Rudolf
Daneberg, Rudolf
Day, H. E.
Debreitt, Lewis E.
Dempsey, Thomas
Easton, R. W.
Eckertlein, Frank
Edler, Carl
Eddy, Geo.
Ekstrom, Geo.
Elme, August
Ellefsen, Andreas
Ellsen, Fred
Emanuelson, C.
Falck, Axel
Fercula, John
Ferne, O.
Fiedler, Max
Findley, Harold
Finsson, W.
Fischer, Torsten
Fitzgerald, Harry
Fjeldstad, Olaf
Gabrielson, C. W.
Gabrielsen, Eling
Gabrielsen, Oscar
Gad, Sophus
Gahmeyer, H. R.
Gardell, Chris.
Gartz, Wm.
Haakonson, H.
Haasenritter, C.
Haave, Christ
Haldorsen, H. E.
Halvorsen, -1439
Halvorsen, Olaf
Hammargren, O.
Handt, Wm.
Hansen, -1609
Hansen, Frithjof
Hansen, Hans
Hansen, Marius
Hansen, -1826
Hansen, Johan M.
Hansen, Otto W.
Hansen, Peter K.
Hansen, Carl
Hansen, Geo.
Hansen, Peter
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Hansen, -1136
Hansen, -1658
Hansen, -1837
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Haroldsson, Kjartan
Hass, Wm.
Hassall, S. G.
Ingebreitsen, Karl
Ingemarsen, -132
Isaacson, Isaac
Jach, Paul
Jacobsen, Anton
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Jakobsson, John Alf
Jameson, James
Jansen, K.
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Jansson, Chas. A.
Jarvie, W.
Jaspersen, Martin
Jensen, Karl E.
Jensen, -1326
Jensen, Peter
Jensen, -1826
Anderson, -1391
Anderson, -557
Anderson, -1149
Anderson, Anders H.
Anderson, -1274
Anderson, -1562
Anderson, A. B.
Anderson, Ernst
Anderson, -934
Anderson, F. M.
Anderson, -1541
Anderson, Edward
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On motion of Senator McEnery on March 2, the United States Senate passed a bill appropriating \$135,000 to provide a crypt in the chapel of the Naval Academy as a permanent resting place for the body of John Paul Jones.

Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Kristian Hatanen, a native of Finland, member of the Lake Seamen's Union, is inquired for by his brother. Anyone knowing his present whereabouts please communicate Coast Seamen's Journal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Herman Schmidt, No. 1767, age 23, a native of Germany, supposed to be sailing on the Pacific Coast, is requested to communicate with his mother, Mrs. G. Schmidt, Hamburg, St. Pauli, 29 Sophien-str., where important news is awaiting him.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekkliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havlock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

Germany's first mammoth warship was launched at Wilhelmshaven on March 7, and christened Nassau by the Grand Duchess of Baden. Emperor William, the Grand Duke of Baden, Prince Henry of Prussia and Prince Henry of The Netherlands, as well as a brilliant assemblage of prominent officials, were present.

Labor News.

The Erie Railroad has officially notified its boilermakers and boiler-makers' helpers that their wages will be reduced 10 per cent.

The Postoffice Appropriation bill, carrying an increase of salaries for letter-carriers was passed by the House of Representatives on March 11.

Orders have been issued to the engineers of the Baltimore and Ohio Railroad in the Pittsburg district to resume all construction work on improvements started last fall.

The striking granite polishers, who had been out since March 2, returned to work on the 11th, an agreement having been reached. The terms of the settlement were not given out.

Nearly every railroad management in Chicago has served notice of the cancellation of existing schedules relative to the pay of telegraphers, and has asked for a conference respecting a new agreement.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during January was 294, an increase of 17 as compared with the previous month, and of 26 as compared with January, 1907.

Harry Orchard, on March 10, before Judge Fremont Wood in the District Court at Caldwell, Idaho, was allowed to withdraw his former plea of not guilty, and enter another plea of guilty to the charge of murder in the first degree.

Telegraph operators who were put on a basis of eight hours a day, to conform to the new law limiting their working day to nine hours, are said to be organizing to protest against a cut which, it is said unofficially, will be made in their wages.

President H. G. Duffy, of the Butte (Mont.) Miners' Union, states that circulars posted in other mining camps and in leading cities of the Northwest to the effect that 10,000 men are wanted in Butte are misleading. The supply of labor now there far exceeds the demand.

Beginning March 1, the salary of every telegraph operator employed by the Denver and Rio Grande Railroad was reduced to \$60, with an additional 50 cents subtracted each month for hospital fees, making the net salary \$59.50.

It is understood that President Roosevelt has decided to appoint W. S. Rossiter of New York to be Public Printer, to succeed Charles S. Stillings of Massachusetts. Rossiter has for several years been chief clerk of the Census Office.

An investigation by the Immigration Committee of labor conditions in the turpentine camps, plantations and other industries of the South, especially the existence of peonage, is provided for in a resolution adopted by the House of Representatives on March 2.

Within twenty-four hours after notices had been posted in the cotton mills of Lowell, Mass., announcing a reduction in wages of 10 per cent, affecting in all 20,000 employes, similar notices were posted at the mills of the Amoskeag Corporation at Manchester, N. H., and at the mills of the Jackson Company and the Nashua Manufacturing Company at Nashua. These announcements bring the total of textile employes whose wages are to be reduced to 39,500.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

With the Wits.

The Implement.—The Judge—"Did the prisoner have any provocation when he struck you?"

The Witness—"No, sorr; he had a shovel."—Bohemian.

The Short Cut.—His wife (writing)—"Which is proper, 'disillusioned' or 'disillusionized'?"

Her Husband—"Oh, just say 'married' and let it go at that."—London Tit-Bits.

The Nature of the Hunt.—Nimrod—"Are you fond of hunting?"

Gyer—"It all depends."

Nimrod—"Depends on what?"

Gyer—"Foxes or collar studs."—Illustrated Bits.

Information Desired. — He—"The boys say I'm getting to be a regular bear."

She—"Indeed?"

It—"Say, Sis, ask him whether he growls or hugs."—Woman's Home Companion.

No Irremovable Obstacle.—Little Tommy Whacken was taken by his mother to choose a pair of knickerbockers, and his choice fell on a pair to which a card was attached stating: "These can't be beaten."—Current Literature.

Sure Thing.—"Now then, children," said the teacher, "what is it we want most in this world to make us perfectly happy?"

"De things we ain't got!" shouted the bright boy in the back seat.—Philadelphia Press.

Economical Hints.—She—"I see an average of 800 persons are killed in the United States each year by lightning."

He—"Then, dear, that should be a warning to you not to make yourself too attractive."—Yonkers Statesman.

No Trust.—"Well, anyway, I know for a fact that Henpeck's wife doesn't trust him."

"Nonsense! Why, he's a meek little, harmless—"

"Oh, I know that, but I heard him ask her to lend him a quarter until his next pay day, and she wouldn't do it."—Philadelphia Press.

On Time Always.—Manager of Touring Company (to proprietor of small provincial theater)—Now, mind, we rehearse at 3, and I want you to have your stage manager, carpenter, property man, limelight man and all the stage hands at the theater sharp to time.

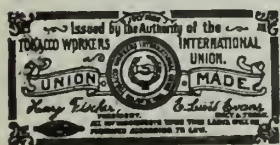
Proprietor—That's all right, my boy; he's never late.—The Tatler.

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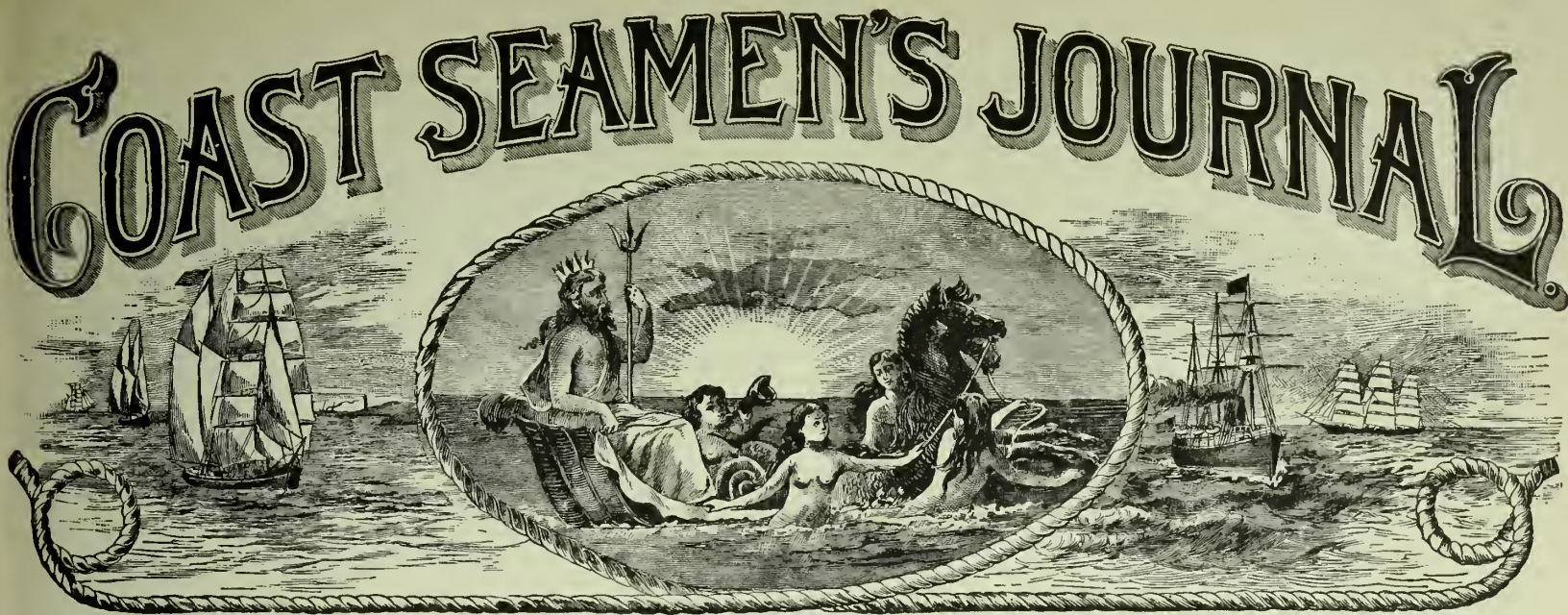
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VOL. XXI, No. 27.

SAN FRANCISCO, WEDNESDAY, MARCH 25, 1908.

Whole No. 1057.

REPORT ON SHERMAN ACT.

IN VIEW of the remarkable situation created by the decision of the United States Supreme Court in the Hatters' case—a situation dangerous not only to the labor movement, but also to the liberty of every citizen—the San Francisco Labor Council, at a recent meeting, appointed a special committee to consider and report upon the proper measures of defense. This committee reported at the regular weekly meeting of the Labor Council, held on the 20th inst. The report, after being fully discussed, was adopted, and the committee continued for the purpose of making such other recommendations as may be deemed wise in view of future developments. The committee's report is as follows:

To the San Francisco Labor Council:
Fellow Delegates—Your committee to whom was referred the duty to report to you upon the equity power and the present use made thereof through the writ of injunction, and, further, to analyze and report upon the scope of the Sherman Anti-Trust law, so-called, considered in the light of the decision of the Supreme Court in the Loewe Hat Co. vs. the United Hatters of North America, beg to submit the following report:

The equity power is, within its jurisdiction, absolute, personal and discretionary. It is legislative, judicial and executive. It is the power of the King, as it existed in England before curtailed and limited by the Magna Charta, the Bill of Rights, and sundry other enactments of Parliament. The theory was, and is, that the Chancellor sits in place of the King, and, for the time being, exercises the functions of the King.

At the time of the adoption of our Constitution the equity power had in England been limited to the protection of property, property rights, minors, and persons not considered mentally sound, and it could only be used where there was no adequate remedy at law. It was in this shape that it, along with the English Common Law, was adopted into our jurisprudence, and by the Constitution conferred upon our judges.

The jurisdiction has been so extended, partly by statutory enactments and partly by judicial decisions, that it does at present invade the field of government by law, and is a serious danger to human liberty. As this autocratic power extends, government by law (republican government) recedes. The equity power is set in motion by an application, accompanied by affidavits, submitted to a judge, praying that a restraining order or an injunction may issue. Such restraining order or injunction may be issued with or without a hearing, or not at all, at the discretion of the judge. If issued, and violated, the judge may accept and believe, or refuse to accept and disbelieve, such evidence as he shall please, and he may punish, or not punish, for contempt as he shall deem proper and wise. At least, such is the contention of a large number of lawyers and of many judges.

It is further contended, and by many judges accepted, that the ordinary rules of evidence binding upon courts of law have no application in a court of equity. One United States judge stated in an opinion that the jurisdiction of the courts of equity was as broad as the exigency of the

case. There seems to be no remedy, it being now fairly well settled that there is none, against the extension and the misuse of this power, except in definite legislation by Congress.

Your committee is of the opinion that to obtain such legislation is in importance above any other question, except the obtaining of proper amendments to the so-called Sherman Anti-Trust law.

The Sherman Anti-Trust law was enacted July 2, 1890. It contains eight sections.

Section 1 makes illegal every "contract, combination in the form of a trust OR OTHERWISE, or conspiracy in restraint of trade or commerce among the several States, or with foreign nations," and it provides that "every person, who shall make such contract or engage in any such combination or conspiracy, shall be deemed guilty of a misdemeanor," etc. It will be seen that this section of the law is directed against combinations. It has been believed that it had no reference to trade-unions, but the Supreme Court of the United States, on February 3, 1908, in the Loewe vs. United Hatters case says:

"In our opinion, the combination described in the declaration is a combination 'in restraint of trade or commerce among the several States,' in the sense in which those words are used in the Act, and the action can be maintained accordingly."

In the case of the United States vs. Workingmen's Amalgamated Council, 55 Fed. Rep., 994, the Court, after discussing the passage of the Act, and the discussions in Congress prior thereto, said:

"I think the Congressional debates show that the statute had its origin in the evils of massed capital, but when Congress came to formulate the prohibition * * * the subject had so broadened in the minds of the legislators that the source of the evil was not regarded as material, and the evil in its entirety is dealt with. They made the interdiction include combinations of labor, as well as of capital; in fact, all combinations in restraint of commerce, without reference to the character of the persons who entered into them, * * * and that it includes combinations which are composed of laborers in the interest of laborers."

Section 2 provides that "every person who shall monopolize, or attempt to monopolize, or combine or conspire with other persons to monopolize any part of the trade or commerce among the several States, or with foreign nations, shall be deemed guilty of a misdemeanor." It will be seen that this section is directed against monopoly, and it does not seem to have much application to organizations of labor, and would certainly have none if it was so amended as to run against monopoly in any products of labor or any natural products.

Section 3 determines territorial jurisdiction, that is, that the Act is to apply "in any Territory of the United States or the District of Columbia, or in restraint of trade or commerce between such Territory and another, or between any such Territory or Territories, and any State or States or the District of Columbia, or with foreign nations, or between the District of Columbia and any State or States or foreign nations." On this jurisdiction the Supreme Court quotes approvingly

Justice Holmes in a decision in Swift vs. the United States, 196 U. S., 395, as follows:

"Commerce among the States is not a technical legal conception, but a practical one, drawn from the course of business. When cattle are sent for sale from a place in one State with the expectation that they will end their transit after purchase in another, and when in effect they do so, with only the interruption necessary to find a purchaser at the stock yards, and when this is a typical, constantly recurring course, the current thus existing is a current of commerce among the States, and the purchase of the cattle is a part and incident of such commerce."

In another case, Montague & Co., vs. Lowry, 193 U. S., 38, the case was a commercial boycott against such dealers in California as could not, or would not, obtain membership in the Association. The court, speaking through Justice Peckham, said:

"That it restrained trade, for it narrowed the market for the sale of tiles in California from the manufacturers and dealers therein in other States, so that they could only be sold to members of the Association, and it enhanced prices to non-members."

In further elucidation of the territorial jurisdiction we quote from the decision of the Supreme Court in the Loewe Hat Co. vs. United Hatters of North America, as follows:

"—so that, although some of the means whereby interstate traffic was to be destroyed were acts within a State, and some of them were in themselves, as a part of their obvious purpose and effect, beyond the scope of Federal authority, still, as we have seen, the acts must be considered as a whole, and the plan is open to condemnation, notwithstanding a negligible amount of intrastate business might be affected in carrying it out."

Reducing, then, this law within the simplest and narrowest compass, it would appear that in the case of milk sent from Nevada to California, it is interstate commerce from the beginning of the milking on one side of the border until it is poured into the coffee on the other side of the boundary line.

Section 4 confers jurisdiction on the several Circuit Courts of the United States to prevent and restrain violations of the Act. In other words, this law may be enforced by equity process.

Section 5 authorizes the Court to bring witnesses and other parties from other judicial districts.

Section 6 enacts that "any property owned under any contract or by any combination, or pursuant to any conspiracy (and being the subject thereof), mentioned in Section 1 of this Act, and being in the course of transportation from one State to another, or to a foreign country, shall be forfeited to the United States."

Section 7 provides that "any person who shall be injured in his business OR PROPERTY by any other person or corporation by reason of anything forbidden or declared to be unlawful by this Act, may sue therefor in any District Court of the United States * * * without respect to the amount in controversy, and shall recover threefold the damages by him sustained, and the cost of suit, including a reasonable attorney's fee."

Section 8 provides that "the word 'person' or

'persons' wherever used in this Act shall be deemed to include corporations and associations existing under or authorized by the laws of the United States, or the laws of any of the Territories, the laws of any State, or the laws of any foreign country."

It will be seen from the foregoing analysis that the law carries three different penalties: first, under the criminal law, by indictment and trial by jury; second, under the equity power, by injunctions and punishment for contempt of court; third, by civil process, under which damages may be collected, assessed by a jury and trebled by the Court, including the cost of suit and attorney's fee.

To employ the equity power to enforce statute law is to abolish, in that instant, trial by jury, and indicates that the legislators had no confidence that a jury would convict.

If the association can not meet the judgment for damages, in the case of a voluntary association, which includes practically all trade-unions, the property of the individual members may be levied on, and, at the commencement of any suit, all moneys in bank or other property subject to removal and hiding may be attached. This is the process now in operation against the United Hatters. The only ray of hope is that, under the Common Law process the jury may refuse to convict, or refuse to find for the plaintiff. Since the decision in the Hatters' case, seventy-five labor men, being the delegates to the Dock and Cotton Workers' Council, of New Orleans, La., have been indicted under this law. We quote from a letter written by George C. Bodine, attorney at law, now resident in that city:

"The indictment arose out of trouble on board the Norwegian fruit steamer *Habil*. This vessel is controlled and, in fact, really owned by Cefalu & Co., of this city. They and Vaero Brothers are fighting the fruit trust, the United Fruit Company. None of the unions have much trouble with the United Fruit Company's vessels, but the few boats outside of the trust are continually trying to save a penny whenever they can, and we have to watch them all the time, as they ring in seabas whenever they can. At the time in question the *Habil* took advantage * * * and loaded with scab longshoremen. When she got ready to coal, the Dock and Cottonmen's Council ordered the negro coal heavers to refuse to coal her; this they did, and the vessel was held up for three days, unable to get a ton of coal on board. Then the owners surrendered, and signed a three-years' agreement with the unions. She was then coaled and departed.

"After the vessel got away, her owners brought an action in the Federal Court to annul their agreement with the longshoremen, on the ground that it was made under duress, and, under the interpretation put on the Sherman Act by the Supreme Court of the United States in the Danbury Hatters' case, the Federal Grand Jury here returned a true bill against every member of and delegate to the Dock and Cottonmen's Council on the ground that they were guilty of a conspiracy in restraint of foreign commerce * * *

"And, again, to my mind it is an attempt to further extend the Supreme Court decision interpreting the Sherman Act, and I understand that the indictment will be fought along that line; that is, that the coal wheelers, having an individual right to quit work whenever they wanted to, the Council had the same right to order them to quit whenever it saw fit; that the employers had the right to employ other labor in the places of the men who quit; and, that, unless there was a conspiracy to prevent the employers getting other labor, no indictment will lie.

"In this case there was no violence and no conspiracy can be shown beyond the simple proposition that the Council ordered the men out, which I understand will be admitted."

If these men can be convicted, and they probably will be, if not for conspiracy, then for having entered into a "contract or combination in the form of a trust, OR OTHERWISE," then this Act forbids quitting work in combination, if such quitting work will in any way hinder or restrict commerce or trade; that is, as long as any part of such trade or commerce is with another State, a Territory or any foreign country.

This law was labeled the "Anti-Trust law"; as a matter of fact, it is more an anti-combination law. It has repeatedly been held to be constitutional by the Supreme Court of the United States, not only as applied to combinations of laborers, acting for laborers, but as applying to combinations of capitalists. It is in reality a resurrection of the Anti-Combination laws enacted in Rome at the time of Julius Caesar, and is in a class with the legislation which destroyed the Guilds during the Middle Ages.

Workingmen, organized or otherwise, should, however, not be discouraged. Laws that Congress can enact, Congress can also repeal or amend, and a wiser statesmanship than that which enacted this law eighteen years ago will realize that the trust is an industrial force and that the best remedy must and will be found in the industrial field.

Against the dangerous powers of the nobles, wise men of Europe, during the Middle Ages, nursed the Free Cities and the Guilds. Against the Free Cities grown too powerful, they raised the power of the whole people.

It would seem reasonable that against the power of massed capital, such power as may be found in organization of men, as men, might well be used to advantage. With the land monopolized and

the instruments of production and transportation grown so expensive that they can be owned and controlled only by the very rich as individuals or by combinations of capitalists, the owners of such instruments will be masters, not only industrially, but politically, nay, over life and death, unless the individual freedom of man, as man, is so protected that he may combine with others in his own interest and for the protection of individual liberty and of democratic institutions.

As conditions now stand, the worker is without tools, and, usually, without land. His inherent necessities compel him to seek employment in order that he may live. Capitalists in possession of the land and tools of production need the workers to make the former profitable. Surely, the inherent necessity of the worker may be trusted to induce him to labor on conditions that will enable him to live and reproduce his species. There is no need, and no wisdom, in converting the law into a lasso with which the worker may be caught, led to the employer and made to labor against his will.

Judge Caldwell, in his dissenting opinion in the *Oxley Stave Co. vs. Coopers' Union* truly says:

"The only weapon of defense the laborers can appeal to is the strike or the boycott, or both. * * * If these weapons are withheld from them, then, indeed, are they left naked to their enemies. One class of men can not rely for protection and the maintenance of their rights upon the justice and benevolence of another class who would reap profit from their oppression. They must be in a position to compel respect, and make it to be the interest of their adversary to grant their reasonable and just demands. Laborers can only do this by making common cause—by organization and collective action."

It is the belief of your committee that proper legislation can be had, but only from a Congress friendly to human liberty, and prepared to guard same against dangers inhering in modern industrial conditions.

It seems that a complete remedy would lie in directing the law and its penalties against monopoly, or attempted monopoly, in the products of labor or in natural products, leaving men, as men, to combine in resistance to conditions which threaten their freedom as men. It is clear that legislation must be had, if individual freedom and democratic institutions are to be preserved. All other questions dwindle into insignificance, and, paraphrasing the Bible, your committee would say:

"Seek ye—first freedom—and all these things shall be given unto ye."

There must be a proper amending of this law, or an absolute repeal, and, in addition thereto, such legislation regarding the use of injunctions as shall prevent government by equity (personal, autocratic government) from invading the field of government by law, and destroying personal liberty.

Respectfully submitted,

A. FURUSETH,
JOHN W. SWEENEY,
WILL J. FRENCH,
J. J. O'NEILL,
A. J. GALLAGHER.

GONDOLIERS OF VENICE.

There are nearly twenty ferries across the Grand Canal and the Giudecca. These are the *traghetti*. In one sense they are like the cabstands or cab-ranks of cities built upon land; in another sense they are the unions or guilds of the gondoliers. Thus, our friend, Giuseppe, is a member of the *traghetto* of San Barnabe on the Grand Canal. It was there he took me to meet his good old father, a veteran of the beechen oar, Antonio, and his brother, the mighty prize-winner, Giovanni. In a little trattoria, in the shade of the church, we toasted each other in pale, blonde beer—the foreigner and a dozen members of the *traghetto*. And the foreigner learned these things:

The police, of course, license the gondolas, and, by various ordinances, govern the life of the gondolier. His real laws, however, are those of his guild. In the wooden shelter houses of the *traghetti* the guild meets and decides all questions of hours of work and choice of station. Thus, those of St. Barnabe, have each a day off every week. One of them, in turn, works twenty-four hours at a stretch. If one of the fraternity falls ill he is cared for out of the public purse, and in case of death his brothers carry him to the grave. Stanch brothers, close-knit in friendship and their work, they

are perhaps the last representatives of the good old mediaeval crafts of Venice. Thrifty men, and sober and laborious. Let us bury, once for all, the fanciful legend that these brown fellows are tinsel heroes out of what comic opera I know not. They do not wander in the moonlight, chanting the strophes of Dante. They are hardy lads, wholesomely ignorant of literature, fathers of many children, good husbands and matter-of-fact money-getters. On the whole, I know no finer class of men than these simple watermen of the lagoons, the three rivers and the canals of Venice. In the season they charge seven francs a day; at other times you may have as fine a gondola and as skillful a gondolier as you wish for five francs a day; their average earnings are far less, two francs or three. But then life in Venice is simple. For \$35 a year one may have five or six rooms in a good quarter of the town; and a little fruit and polenta, or a dried fish, or an onion and a crust of bread, thin wine from Padua, make existence a pleasant thing. The gondolier has money in the bank and his life is good—here in white and purple Venice, the city of song and the sea.—Vance Thompson, in *Outing*.

PAY OF WOMEN TEACHERS.

The fact that women teachers get less pay than men teachers for the same hours of work equips the demands for the equalization of wages between the sexes with plausibility, earnestness and seeming justice. It also is the explanation of why there are more women teachers than men teachers.

Men teachers will push out women teachers if all school work is financially graded up to the wage-earning scale of men. Wages in nearly every department of industry are graduated by supply and demand, not by the claim of bi-sexual equality or, if you please, by bi-sexual desert. The abstract or the absolute is in conflict with the relative or the actual, in such a matter.

Make every teacher's annual wage, for instance, \$2,000 as a minimum, with automatic increase through each five years to, say \$6,000 or \$10,000. Men will rush in to such places and will excel women in meeting the civil service examination tests. The very smallness of the wages of women teachers limits the places to women, and gives to women a monopoly of them. The present crusaders may profit themselves if they win this crusade, but their successors in sisterhood will lose if the wage is raised to a man scale.

Marriage and motherhood tend to end the service of women teachers. That is the rule. It may not always do so. It may not do so by law. It, however, does so, in the main, as a matter of fact. Husbands need their wives more than their wives need school employment. The greater need governs. Children need their mothers more than the school needs the mothers of children. Marriage and fatherhood do not tend to end the employment of men as teachers. Only by keeping the wages of maiden teachers lower than that of men teachers are men kept from seeking the places, and are maids, young maids or old maids, able to retain them. What holds in department stores or in all government offices will continue to hold in teaching.—Brooklyn Eagle.

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On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

LOEWE VS. HATTERS.

Having noticed the contents of above in the JOURNAL of March 11, I desire every trade-unionist, and every seaman in particular, to remember the Taff Vale decision, in England, which has forced the British trade-union movement into direct political action and created a strong Labor party. To make such laws as the Sherman Anti-Trust Act and its effects utterly impossible, we must have our own men in every legislative chamber to guard the interests of labor when such bills are up for passage.

However, the Taff Vale decision, in Great Britain, was the means of opening the eyes of every organized and unorganized worker of the United Kingdom. It forced the labor movement twenty years ahead, instead of giving it a setback. It caused the rank and file to close up and cease talking about "jurisdiction." Let us hope the workers of America will do the same as the toilers of Great Britain did.

Every person in the land has undoubtedly felt the artificial financial position during the winter. Let the forthcoming summer furnish the answer, as did the toilers in England after the Taff Vale decision. They united practically to a man, preached their grievances at every corner, through every newspaper available to labor, and they now have a Labor party which has gained the respect of the civilized world and which gets a patient hearing in the British House of Commons when its members rise to address that House on any subject, labor or otherwise.

With these and similar facts before me, I am pleased very much to know that our so worthy and able comrade, Mr. Andrew Furuseth, has been elected by the American trade-union movement to visit Great Britain and Europe this year, and personally I am confident that his European mission will be an absolute success for the labor movement in general and the seamen's cause in particular.

A BRITISH SEAMAN.

Brooklyn, N. Y.

JAPANESE MERCHANT MARINE.

The Chino-Japanese War of 1894-95 stimulated the development of Japan's merchant shipping. Some additional vessels were purchased from abroad, and these, with the country's existing mercantile marine, accomplished the transport of 120,000 fighting men, with 100,000 portage coolies and stores, from Japan to the seat of war. In the main these vessels were officered, as well as manned, by Japanese, and this exhibition of seamanship by a nation whose only vessel until thirty years before had been the squat, square, native junk, ranks equal with the courage and fighting ability displayed by the Japanese imperial navy at the same time.

The conclusion of the war and the establishment by Japan of her place among the great powers of the world were marked by further developments in her merchant shipping. A system of generous Government subsidies was established in 1896 to encourage the building and running of steamships. Larger vessels of the most

modern design and serviceable power were built or purchased and various new shipping companies came into existence. Hitherto Japanese shippers had confined their services to the immediate waters of the Far East, to North China, to the Yang-tse river, to Manchuria and Vladivostok, and the one service to Bombay. Further extensions followed, and under contract with the Japanese Government the Nippon Yusen Kaisha established a regular fortnightly mail service to Europe, London and Antwerp being the ultimate ports, and calls being made at Hongkong, Singapore, Colombo, Suez and Marseilles. Another company, the Toyo Kisen Kaisha, maintains a regular line of steamers between Yokohama and San Francisco and also between Yokohama and South American ports. Another regular Japanese service across the Pacific is between Seattle, British Columbia and Yokohama, and a line of Japanese steamers maintains a monthly service from Yokohama to Brisbane and Sydney.

The Atlantic is now, indeed, the only ocean not traversed by a line of Japanese steamships, and in that respect alone is incomplete the girdle of ships by which Japan has established and now maintains constant communication with every point of the world, from which, until forty years ago, she had religiously and rigorously secluded herself. In 1870 her entire mercantile marine consisted of only 18,000 tons (gross) of shipping, with merely sixty-three vessels of European model, and only three of these over 1000 tons each. To-day the Japanese mercantile marine approaches 1,500,000 tons. She has 185 private building yards, with the capacity of turning out steamers of 7,000 or 10,000 tons burden.

Particularly amazing is the enormous development made during the last few years. For instance, in 1900, the number of her population engaged in shipping was only 38,000. In 1904 it had risen to 202,000. Again, in 1901, only 2 per cent of the imports to Japan were carried in Japanese vessels, and only 12 per cent of her exports were so shipped. Two years later, in 1903, Japaneseships carried 34 per cent of her imports and 40 per cent of her exports.—Pall Mall Gazette.

There is a likelihood that Port Sudan may become a coaling station of importance. Ships for both the Near and Far East now coal at Port Said and Colombo. Port Sudan, 700 miles from Suez, if used as a coaling station, would permit of ships coaling only once. England is now building a coal yard there. At present the railway coal goes to Suakin, but when railway terminal headquarters are removed to Port Sudan all railway coal will go there. Plots for coaling sites have been selected for private firms.

Both mineowners and miners' associations in the locality of Nottingham, Eng., are advocating a Minister of Mines as a new Cabinet office. The number of coal mines in this country is 3,300, employing nearly a million persons, and mining interests are deemed of sufficient magnitude to demand an exclusive office in the Cabinet.

GREAT BRITAIN'S SEA POWER.

Let us (Britons) look one year ahead. In addition to the enormous preponderance I have indicated, Sir William White estimates that in the course of 1909 we shall have in actual seagoing ships nine monsters of the Dreadnought and Invincible class. Germany will have none. In 1910 we shall have a minimum of eleven of these monsters, in addition to the two Lord Nelsons (which are little inferior), against Germany's six, while, as I have said, the rest of the German fleet will not count against our own. As to 1912, I will first take Lord Brassey's figures as to the general relative positions of the two fleets, exclusive of the revised German programme. They reckon battleships and armored cruisers, and count both numbers and tonnage, while it may be mentioned, in passing, that our superiority in second and third-class cruisers is so great as hardly to be worth enumerating. On the main basis Lord Brassey's comparison stands as follows:

In 1912, Battleships, Completed, less than Twenty Years Old.			
Great Britain	48 ships	754,200 tons	
France	23 ships	322,000 tons	
Germany	24 ships	318,200 tons	
Russia	10 ships	151,000 tons	

Armored Cruisers.			
Completed: less than 20 yrs. old.		In 1912 Completed less than 20 yrs. old.	
Ships	Tons	Ships	Tons
Great Britain	33 385,000	5 82,600	38 475,500
France	19 167,000	4 54,200	21 209,000
Germany	8 80,000	2 30,000	10 109,000
Russia	4 50,500	2 16,000	6 66,500

These figures, which are the latest available, omit the revised shipbuilding plans of the Germans in regard to the Dreadnoughts. Taking account of them, it appears that at the beginning of 1912, at our present rate of shipbuilding, we shall have eighteen or nineteen Dreadnoughts, Invincibles and Lord Nelsons to Germany's nine or ten, and the splendid and still new Edward VII's, which are hardly less powerful. If it is necessary to make assurance doubly sure, we can lay down an extra Dreadnought in 1910, 1911 and 1912, should the German programme fulfill—as it never does—its paper promise of efficiency and speed. We are fighting not built and floating German ships, but paper ships. For at least a year and a half to come there will not be a single German Dreadnought on the water.

Germany's enlarged and revised programme has encountered a fate which offers a serious warning to ourselves. Her financial scheme has broken down, the Minister who framed it is on the point of resigning, the parties which supported it are in disagreement, and the economic condition of the country is at its worst. To sum up the situation, Germany can not this year, or for years to come, sustain a naval war with England. There is no evidence that she desires to sustain it, and even if she cherishes that ambition we can at any time during the next two or three years completely counterwork her. For the present it would be wise to retain in our own behalf the element of financial strength which, as Disraeli once said, constitutes the main element in the maintenance of a successful war.—London Leader.

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Domestic and Naval.

Reports received from foreign representatives of leading transatlantic passenger steamship companies indicate a rush of aliens next month as a result of the increase in business activity.

The Baltimore and Ohio Railroad has been given permission by the Dock Department to construct an additional car transfer bridge on its property at Piers 62 and 63, South Wharves, Philadelphia, Pa.

The schooner Magnus Manson has been chartered by the Government to transfer 20,000 tons of coal from the Bradford, R. L., coaling station, to be divided between the Boston and Portsmouth, N. H., Navy Yards.

Government contracts will be barred by the Neafie & Levy Shipbuilding Company, as the new receiver, Howard E. Cornell, formerly of the Quintard Iron Works, New York, has decided that they are losing ventures.

State Quarantine Physician Henry Heller, of Philadelphia, Pa., has notified the Maritime Exchange of that city that all vessels bound for ports south of St. Mary's Hook must stop at Marcus Hook until further notice.

According to statistics compiled at Philadelphia, Pa., 305 vessels arrived at that port last month. The gross tonnage represented was 615,577, and the net tonnage 436,376. Of the arrivals 173 were steamships, 5 barks, 30 schooners and 101 barges. Of the foreign arrivals 108 were steamships, 3 barks and 6 schooners.

The British steamship Lucerna, from Bergen, recently reported passing a broken lifeboat on February 5 in latitude 39.33 north, longitude 69.18 west. The boat was painted white and alongside was a quantity of white boarding. On February 10 the Lucerna passed a large conical whistling buoy with horizontal stripes.

The overdue brig Alcaea, which sailed from Philadelphia on December 17 for Martinique, with a cargo of coal, is now more than two months out, and it is feared the vessel has foundered. She was in command of Charles Peterson, of Brooklyn, and manned by a crew of six men. The Alcaea was formerly the British brig Plover.

The first of two twin-screw suction dredges which Maryland Steel Company is building for the Engineer Corps of the United States Army was launched on March 7. It was named Raritan. It is 290 feet over all and 274 feet between perpendiculars, and has a molded beam of 47.5 feet. Both dredges are for service in Ambrose Channel, New York harbor.

Big coastwise schooners that, in more prosperous times, plied regularly in the Atlantic Coast coal-carrying trade, owing to the present dullness, have been driven to seek freights in the deep-water trade. The four-master Lewis H. Goward, Captain Haynes, is now on her way to Buenos Ayres with 975,440 feet of white pine lumber, loaded at Mystic River.

A bottle thrown overboard from the British steamship Powhatan five years ago, when off the Spanish coast, was recently recovered at Port Taco, near Baracoa, Cuba, after drifting about 3000 miles and following the established currents. The bottle was prepared by the Hydrographic Department, which has for years adopted such means to determine if any of the established currents has been diverted.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union, is inquired for by his mother, Mrs Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

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Pacific Coast Marine.

Charles M. Schwab announced on March 17 that the business of the Union Iron Works, at San Francisco, has been so unexpectedly successful during the past year that \$600,000 will be expended in betterments at once.

The four-masted ship Kenilworth arrived at San Francisco on March 16 from Philadelphia, after a voyage occupying 579 days. The Kenilworth left Philadelphia on August 10, 1906, and lay for a long time in Rio de Janeiro undergoing repairs.

A decree awarding the libelant \$769.40 was handed down by Judge De Haven at San Francisco on March 14 in the admiralty suit of Moore & Scott Iron Works against the French bark Boieldieu and the Societe Nouvelle d'Arment.

The Pacific Coast Steamship Company's steamer Pomona, from San Francisco for Eureka, was wrecked on a submerged reef off Fort Ross, twenty-five miles south of Point Arena, at 6:30 o'clock on the night of March 17. Passengers and crew were saved.

The schooner Berwick was beached on North Spit, Siuslaw harbor, on March 13. She was coming in from San Francisco for lumber with a light load of freight. The cargo and crew were saved, but the vessel will probably not be gotten off till next summer.

The cable repair steamship Restorer, of the Commercial Pacific Cable Company, which arrived at Victoria, B. C., in January to undergo her annual overhauling in the Esquimalt drydock, is to make her headquarters at Victoria in the future, instead of at Honolulu, as heretofore.

The British ship Beacon Rock which arrived at San Francisco on January 20 with a general cargo from Antwerp, is the latest vessel to be pressed into service as a coal store. The Beacon Rock will take on a full load of coal from the Western Fuel Company's bunkers and will lie out in the stream for six months.

The American ship Charger, recently purchased from German owners, arrived at Port Townsend, Wash., on March 17, from Bremerhaven, via San Francisco. The Charger will go into the ore-carrying trade between Alaska copper mines and Tacoma. Two other vessels now in the trade are the bark Hayan Brown and the ship America.

The life-saving boat Audacious, recently built on the Eastern coast for service at the new life-saving station at Bahaida Island, near Cape Flattery, arrived at Port Townsend, Wash., on March 18 and will be sent immediately to its destination. The boat is of the self-righting and self-bailing variety and equipped with powerful gasoline engines.

After two months' stay in port, having a new mast fitted and her engines renewed, the German power schooner Gazelle sailed from San Francisco on March 20 for the Marshall Islands. Captain Schmidt is taking the Gazelle on an extended trading cruise among the South Sea Islands, and she will probably be away for at least a year.

After considerable opposition Representative Hayes succeeded on March 20 in getting through the House a bill to appropriate \$100,000 for a steel ferry-boat to ply between the Immigration station at Angel Island and San Francisco and \$25,000 for a steel cutter for the same service. The bill will now go to the Senate, where Senator Perkins expects to put it through.

Port Los Angeles will in future be cut out by the Pacific Coast Steamship Company's steamers and in the opinion of many experienced shipping men will shortly be altogether abandoned. The steamer Santa Rosa, which sailed from San Francisco on March 22, will for the first time call at San Pedro without visiting Port Los Angeles and will in future follow the same itinerary.

The steamer Antichillas, which arrived at Victoria, B. C., on March 20 with a large cargo from England, Chinese and Japanese ports, brought news that the decision to open Vladivostok as a free port had been countermanded and it was expected that the business from United States ports would be seriously affected. It was expected that with Vladivostok a free port a considerable development would take place in agricultural machinery.

A cross libel was filed in the United States District Court at San Francisco on March 20 by the respondents in the libel of the Globe Navigation Company against the Russ Lumber and Mill Company, to interpose against the claim of the Navigation Company for freight hauled by its steamer Tampico, \$3046.92, alleged to be the value of certain poles and laths which were loaded on the steamer, but which could not be found on the end of the voyage at San Diego.

The traffic bureau of the San Francisco Merchants' Exchange has announced that during the coming summer a line of steamers will ply between San Francisco and St. Michael and Nome, Alaska, carrying freight and passengers directly between those ports. Vessels will sail from San Francisco June 1, July 6, August 10,

and September 20. Returning the vessels will sail from Nome June 26, July 25, September 1 and October 1, after which date navigation closes.

Reports to the effect that a line of the speediest and handsomest steamers to ply between San Francisco and San Diego, cutting the running time to eighteen hours and putting the service in the first rank of coastwise lines on the Pacific or Atlantic, is planned by the Pacific Coast Steamship Company, have been confirmed by J. D. Farrell, former president. Extensive plans include the building of new steamers that will exceed in speed any now doing service on the Pacific.

A lifebuoy marked, as far as could be made out, "Rosman, San Francisco," was picked up on March 19 by the patrol on Carmanah Beach, near Darling river. According to word received from Victoria, B. C., a small quantity of wreckage was also strewn near the spot where the lifebuoy was found. So far as can be ascertained the only vessel with a name anything like Rosman which has left this Coast recently is the schooner Rosamond, which left Grays Harbor for Callao on February 7, with a cargo of lumber.

Following is the reinsurance list, as posted at San Francisco on March 20: Ship Falklandbank, 133 days from Port Talbot to Valparaiso, 15 per cent. Ship Barcore, 124 days from Barry to Caleta Colosa, 8 per cent. German mark Elisa Lihn, 134 days from Victoria, B. C., for Caleta Colosa, 10 per cent. American ship James Drummond, 99 days from Newcastle, Aus., for San Francisco, 10 per cent. American ship Lucille, 95 days from Newcastle, Aus., for San Francisco, 10 per cent. American bark Isaac Reed, 94 days from Newcastle for San Francisco, 10 per cent.

While Mrs. Norton of Woods was walking along the beach on February 23 about three and a half miles north of Nestucca, Or., she picked up a sealed bottle containing a message from Captain Smith, of the barkentine Jane L. Stanford, that had been thrown overboard in the aid of tide and current information for the Government. It was thrown overboard October 18, 1907, in latitude 89 7 north, longitude 133 11 west. Captain Robert Jones of the motor schooner Della secured the contents of the bottle and has forwarded it to the Hydrographic Office.

A dispatch from Aberdeen, Wash., on March 18 conveyed the information that the schooner Mildred was wrecked on the 17th. The Mildred went ashore at the Westport jetty, but all on board were saved by the Westport life-saving crew. According to the telegram the Mildred will become a total loss. She was in command of Captain H. Johanson. The Mildred left San Francisco in ballast on the 8th and was on her way to Grays Harbor to take on a load of lumber when she was wrecked. At the time of the disaster a heavy sea was running and a fog bank veiled the shore. The Mildred was a three-masted schooner and was well known in the coastwise lumber trade.

United States District Judge De Haven handed down judgment at San Francisco on March 20 in the libels of the Societe Anonyme Des Longs Courriers Francais against W. R. Grace & Company and George W. McNear, holding that certain cement was damaged as alleged, while a part of the cargo of the bark Joinville, owing to the unseaworthiness of the craft, and that the value of the damaged cement should be deducted from the freight money earned in the voyage from Rotterdam to San Francisco. Both matters were assigned to United States Commissioner James P. Brown to take testimony and fix the amount of damage and the amount of freight due in accordance with these findings.

Unless representatives of the steamship companies operating to Alaska patch up a schedule arrangement satisfactory to all concerned, the difficulty will finally be threshed out in the Federal Courts on charges based on the restraint of commerce provisions of the United States law, in which the White Pass and Yukon Railroad will also be involved. All parties believe an amicable understanding will be reached. While the Alaska Steamship Company formerly operated only the Jefferson and Dolphin to Skagway to preserve the equilibrium of trade, the Alaska Company now demands of the Pacific Coast Steamship Company and the Canadian Pacific Company that these corporations shall only run an equal number of vessels.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 25, 1908.

PUBLIC RIGHTS IN DANGER.

The report of the special committee appointed by the San Francisco Labor Council to consider the decision of the United States Supreme Court in the Hatters' case should be read, studied and acted upon by every citizen who fully appreciates the value of personal liberty as the most important element in the structure of free society. The situation created by that decision is certain, sooner or later, to compel action, the nature and effect of which will be determined by the extent to which the situation itself is understood by the public.

The certainty that measures of some kind will be taken emphasizes the need of thorough understanding on the subject, in order to avoid the danger of legislation which, whether well-intentioned or not, may aggravate the trouble rather than cure it. Already, reports from Washington indicate a disposition in certain influential quarters to hasten the passage by Congress of bills which will take the sting out of the recent "anti-labor" decisions of the Supreme Court. It may be safely assumed that any legislation thus enacted will be in the nature of a compromise with the principles at stake, and therefore worse than no legislation at all. Better a principle contended for than a principle compromised with. The JOURNAL publishes the report of the Labor Council's committee in this issue, with the view of directing the reader's attention to the principles involved, thus aiding in the creation of a public sentiment which shall stand for the maintenance of principle and against any and all compromises.

The point of most importance in the committee's analysis of the decision in the Hatters' case is that which shows that the Sherman Anti-Trust Act does actually apply to the trade-union. Whatever difference of opinion may have existed upon this score, and whatever the grounds upon which that difference has been maintained, the United Hatters of North America has now been declared to be "a combination in restraint of trade or commerce," and therefore an illegal combination, in the eye of the Anti-Trust

law. The decision thus directed against the Hatters can be applied with equal reason to every other labor organization. As the committee points out, the Sherman Act is not so much an anti-trust, as an anti-combination measure. The Act applies not merely to every trust, but to "EVERY COMBINATION, in the form of a trust or OTHERWISE." The scope of the Act is widened, if possible, by the Court's definition of interstate commerce, the practical effect of which is to include in that term every product which may in "the course of business" be shipped from one State or Territory to another, from the very beginning of work upon it until it is actually consumed. So long as this definition stands few, if any, labor organizations can hope to be exempt from the penalties of interference with interstate commerce. Accordingly, the parallel drawn by the committee between the Sherman Act and the laws which prohibited or destroyed the labor organizations of other times seems to be fully justified by the facts.

The penalties provided by the Sherman Act are hardly less drastic or less effective for the purpose of destroying the labor organizations than are the terms of the Act itself. Not only are the unions liable in damages to three times the amount of the injury suffered, but, in event of the inability of the union to pay damages, the individual members are liable to the full extent of their private possessions. This, of course, is merely another way of confiscating the unions' funds, for the benefit not of the State or the King, but of the employer.

The features thus presented, serious as these are, by no means exhaust the probabilities clearly involved in the Supreme Court's decision. The shaft aimed at the labor movement will, unless arrested in its flight, "find mark the archer little meant," or at any rate, which the public may not as yet anticipate. Intelligent men everywhere recognize in the labor movement an institution of the highest value, and would regret its destruction. However, the greatest mistake that could be made in the present circumstances would be to assume that the labor movement alone is involved in the Supreme Court's decision. Translated into terms of ordinary use and understanding, the decision against the Hatters is a decision against free press, free speech and trial by jury, those "palladiums of our liberties" which are the common heritage of all, and which can not be denied in one quarter without being endangered in every other quarter.

Public opinion on the decision in the Hatters' case, to be effective in securing an adequate remedy for the dangers thereby created, must be based upon an appreciation of public danger, not upon mere sympathy for the other fellow's ox.

The Loewe Company, in its appeal to the United States Supreme Court, refers to the Hatters' label as one of the instruments used in the "conspiracy" against that concern. However, the Court has not yet prohibited the use of the label. The union label is still legal. Demand it when making purchases of all kinds.

Those who disapprove the action of the United States Supreme Court in declaring against the publication of the Loewe Company in the "We Don't Patronize" list can express their disapproval in no better way than by demanding the label of the United Hatters of North America when purchasing headpieces.

AN INTEMPERATE DECISION.

In these days of widespread public agitation on the subject of judicial assumption of the powers that properly belong to other branches of the Government, it is no small privilege to be able to study at close quarters that jurist who has probably gone further in extending the powers of his office than any other occupant of the bench in the United States. The gentleman who enjoys this distinction, Judge S. R. Artman, of Indiana, has been a visitor in San Francisco during the past week. Judge Artman was the guest of certain bodies engaged in temperance work, and as such participated in several public meetings held for the purpose of furthering that work.

Our distinguished visitor derives his distinction chiefly from a decision rendered by him in Indiana, in which he has taken the position that the State can not legalize the saloon, for the reason that the latter is destructive of the health, safety, comfort, morals and welfare of the people. In his decision Judge Artman recognizes the existence of a statute of the State "purporting to authorize such a license." In this connection the Judge says: "It is not every act of the Legislature that is the law. Only the valid acts of the Legislature are law." The statute of Indiana which "purports to authorize" the licensing of saloons is declared to be invalid, upon the ground that it is destructive of the purposes for which the State itself exists. Judge Artman's position is clearly set forth by a question which he himself asks: "Can the Legislature legalize the destruction of the public health, the public morals and the public safety? Can the Legislature make lawful, for a price, that which is unlawful, because it contravenes the fundamental principle of government? Surely not."

This decision goes further in the way of judicial assumption than other rulings based upon the ground of "unconstitutionality," for the reason that it overrides the Constitution itself. Judge Artman makes no pretense of basing his decision upon the ground of "unconstitutionality." On the contrary, the Judge says: "It may be considered as settled, that this statute was enacted in strict accordance with all Constitutional formality, and hence the question of its validity will not be measured by the standard of Constitutional formalities." The decision declares invalid the Indiana statute under which saloon licenses are issued, upon the sole ground that inasmuch as the government is formed to promote the health, safety, etc., of the people, therefore the saloon, which is destructive of that object, can not be legalized.

Judge Artman's decision has been hailed as a great victory for temperance. The JOURNAL, while wishing well of the temperance movement, questions the effect of the decision as an aid to that movement. We think it likely that the decision referred to is likely to give pause to many persons who, while ardently desirous of temperance reform, are equally concerned for the welfare of society in other directions. For instance, those who regard the disposition of the Judiciary to assume the functions of the Legislative branch of the Government as the most serious menace to the public liberties, as well as to the stability of popular government, will be apt to withhold their support from any movement the success of

which depends in any degree upon the very evil to which they object in other connections. The temperance movement, if it would succeed, must be supported by the public at large. To gain and retain that support, legislation on the subject must reflect public sentiment, expressed by the representatives of the public. To the extent that the temperance movement is dependent upon decisions such as that of Judge Artman, based upon a purely abstract definition of the purposes and functions of government, and without respect to the public will in the matter—to that extent the temperance movement is bound to fail, because to that extent it is a movement that runs counter to the public conception of its own authority in the affairs of government.

A TIMELY PROTEST.

Washington, March 17.—The officials of the Navy Department to-day bitterly complained of the action of Judge Richard Tuthill, of Chicago, in sentencing an incorrigible boy to the Navy as punishment. They declare that such action by the courts, of which there have been four or five instances within recent years, are reflections upon the military service of the country from sources "which should be engaged in better business," as one naval officer put it to-day. That the Navy will not accept enlistments arising from court sentences was the ultimatum of the Navy Department.

Captain Cameron McR. Winslow, assistant chief of the Bureau of Navigation, thus discussed the general policy of the Department in cases of this kind: "The Department bitterly complains against any and all actions which tend to throw discredit upon the Navy. It will not take men sent to it by courts, because it is not a reformatory but is composed of self-respecting men."—Press Dispatch.

The Navy Department is to be congratulated upon the emphatic tone of its disapproval. The disposition of courts to dump incorrigibles upon the Navy can not be too severely condemned, as an injustice both to the Navy and to those who are sentenced to punishment in that branch of the country's service. As this paper has frequently pointed out, sea-service, while it may punish, does not reform, for the reason that it isn't organized for that purpose, but, on the contrary, is conducted upon the assumption of good moral character. Upon any other assumption the conduct of the sea-service would be a physical impossibility. While referring to the case of boys sentenced to the Navy, as the alternative of a term in jail, it is worth while noting the more frequent instances of young miscreants being sentenced to "go to sea" in the merchant service. It is unfortunate for the latter that it lacks an official with pride enough to defend its good name against those judges who frequently insult it by the suggestion that it is an institution fitted by nature for the reception of criminals. So long as the officials responsible for the administration of law in the merchant service are silent upon the question, courts can hardly be blamed for the ignorance which they display.

If the recent anti-labor decisions of the United States Supreme Court serve to emphasize the need and value of the union label, the said decisions will prove a benefit rather than an injury to the cause of labor.

Do your shopping before 6 p. m. on weekdays and before 10 p. m. on Saturdays and the evenings preceding holidays. Help the Retail Clerks to secure the blessings of the shorter workday.

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NORWEGIAN SEAMEN ORGANIZING.

Evidences of the growth of organization among seamen the world over continue to appear in the communications that daily reach the Headquarters of the Sailors' Union of the Pacific. The following letter is a sample of these "signs of the times":

Norwegian Seamen's Union,
Stavanger, February 18, 1908.

Mr. Andrew Furuseth,
San Francisco, Cal., U. S. A.

Dear Sir: You have earned my undivided esteem and admiration for the great and fruitful work you have accomplished for the seamen of America, a large percentage of whom are Norwegians.

It has often been my desire to compliment you on your generous work in the seamen's cause, and I take this opportunity to extend the thanks of many members of many seamen's unions that I have come into contact with.

I am, indeed, pleased when I hear from the seamen themselves that you enjoy the confidence and esteem of the "boys," and it is my hope, and I confidently expect that the craft feeling which now binds the seamen together, irrespective of nationality or flag, will develop and grow, to the end that, in the attainment of wages and social conditions on shore, as well as protection at sea, the seamen will be able to extend to one another the hand of brotherhood.

In the meantime I very much desire to come into closer contact with you and the organization you represent.

During the past ten to twelve years I have been engaged in the work of raising the social and economic conditions of the seamen, but it has not been till the present year that I can say that we have got our organization into shape.

We have started a seamen's paper called "Bout Skib," and we have organized local unions in the coast towns. We have succeeded in raising wages 20 per cent without too much difficulty.

Last year we instituted the first National Seamen's Union, in Bergen, with a membership of 3500, and since then we have enjoyed even progress and increase of membership both in the national organization and the local unions.

I am sending you a few copies of "Bout Skib," which will give you an idea of our progress.

This fall we are to hold our first national convention in Stavanger, where a lot of matters will be considered, such as revision of the maritime law, a manning scale, accident insurance, etc.

Let us hope, Mr. Furuseth, that the "International Brotherhood of the Sea" will be an accomplished fact before the octopus of the shipowners' association reaches that far.

In this city we have entered communal politics and have succeeded in electing four members of the city council. It needs power to obtain respect for and consideration of the seamen's demands. Yours truly,

O. L. BARSTAD, President.

The JOURNAL, on behalf of the American seamen, extends congratulations to our fellow-craftsmen in Norway, and wishes for them all the good things that follow in the train of organization. Needless to say, the kindly sentiments expressed toward Comrade Furuseth are appreciated by his associates—that is, by the entire membership of the American labor movement. It is particularly gratifying to know that these greetings will be conveyed in person by Comrade Furuseth in the course of his visit to Europe during the coming summer. We can assure our comrades in Norway and other countries that the pleasure they will derive from the visit of Andrew Furuseth will be mutual. The seamen of both hemispheres will gain by the personal association and exchange of views.

The supply of whale oil at Nagasaki is about 11,910 imperial gallons per month, and the price therefor ranges from \$4 to \$5 per "to," or 3.97 imperial gallons. Limited quantities of whalebone are on the market, the price for which per picul (132.3 pounds) is as follows: Finback, \$11; humpback, \$4.50; and right whale, \$50.

In one day recently 3,913 tons of coal were taken from a Nottinghamshire (Eng.) mine. This, it is claimed, is a "world's record" for twelve hours' work. Nearly 20,000 tons were taken from that mine during the third week in January.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 23, 1908.
Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping still dull.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, Mar. 16, 1908.
Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, Mar. 16, 1908.
Shipping and prospects dull.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 15, 1908.
Shipping medium; prospects slightly improving.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 16, 1908.
Shipping good; prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Mar. 16, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 15, 1908.
No meeting; no quorum; shipping good; prospects fair.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 16, 1908.
Shipping very dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Mar. 9, 1908.
Situation unchanged.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 19, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. Few steam-schooners went to sea with non-union engineers.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Mar. 11, 1908.
Shipping quiet. The agent, Comrade Leonard Norkgauer, has returned from leave of absence and taken charge of the agency.

JOHN MEADE, Agent pro tem.

San Pedro Agency, Mar. 11, 1908.
No meeting; shipping poor, and plenty of men ashore.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 16, 1908.
Situation quiet.
ALEX. McKECHNIE, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 17, 1908.
Shipping dull.
JOHN THORMER, Secretary pro tem.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Mar. 11, 1908.
Shipping slow.
DANIEL SULLIVAN, Secretary.

DIED.

Olaf A. Hansen, No. 206, a native of Norway, aged 44, drowned in San Francisco Bay, March 8, 1908.

Fred Willis, No. 414, a native of Germany, aged 77, died at Stillikum, Wash., on March 20, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



NEW SAILING RULES.

For fifty years it has been understood that second-class pilots might be in charge of boats of 100 gross tons or less. Recently the question arose as to whether that regulation, pertaining to Great Lakes navigation, meant the second-class pilot might be in charge of such craft himself or in charge under a master. At the meeting of the Supervising Inspectors' board at Washington last week the proposition was submitted to the law department for a decision.

Ferryboats will also take second-class pilots, like the 100-ton or less vessels. It is not that the second-class pilots are not competent to run the boats that the question is up. Since a test case has turned up vessel interests would not care to have masters aboard vessels not requiring a master.

The proposition is one of many the board had up. Captain James Stone, Supervising Inspector, stated recently that as soon as this and other changes made by the board are signed by the Secretary of Commerce and Labor they will be published in leaflet form and distributed among steamboat interests.

"There will be as little delay as possible," said Captain Stone, "in information reaching vessel owners and officers."

"We usually have some delay in getting these matters printed as early as desirable, but General Uhler knows and feels the importance of the knowledge being made public. It will be helpful in determining the construction of boilers and machinery, lifeboats and other life-saving and fire-fighting appliances of course. This office will notify each one interested within the district at the earliest possible moment after the information is received."

INSURANCE WILL BE HIGHER.

Marine insurance rates on the Great Lakes are likely to be increased this year. The English marine underwriters doing business in this country, and writing about half the Great Lakes insurance held a meeting in London recently and reached a tentative agreement as to rates and policy conditions for writing the hulls of steel freighters in 1908. The rate was advanced from 4½ to 5 per cent, and the educible average, which was \$500, was increased to \$1,000. This provides that the owners of the vessels must assume all losses up to \$1,000, so as to eliminate the large number of trifling damages, many of which cost far more than the loss, to survey and adjust.

The valuation upon which the insurance is based will be about \$55 a ton, as against \$48.50 last year. A 3 per cent franchise for ice damage claims, payable by the owners, is proposed, such losses having been very frequent and heavy. This means that a vessel valued at \$200,000, for instance, will have to assume the first \$6,000 of damage. It is understood that a number of the companies writing hulls will abandon the line on the Lakes unless these increases are secured. The American underwriters will consider the rates for the season soon to open, and will probably accept most of the suggestions of the English market.

CHANGES IN LIGHTS.

The Canadian Government has given notice that on the opening of navigation in 1908 the following changes will be made in the lighting of Port Colborne, Lake Erie:

The three electric arc lights at present maintained in a vertical line on the wall of the Grand Trunk Railway elevator, on the eastern bank of the Welland Canal, will be discontinued.

A fourth order dioptric intermittent red light every six seconds—thus, light four and one-half seconds, eclipsed one and one-half seconds—will be exhibited from a galvanized skeleton steel tower, square in plan, with sloping sides, surmounted by a white wooden watch room and a red octagonal iron lantern erected on the eastern side of the canal eighty feet back from the water's edge and 4,620 feet N. 16 degrees, 30 degrees E. true (NNE. mag.) from the front range lighthouse on the outer end of the western breakwater. The light will be elevated ninety-seven feet above lake level and will be visible ten miles from all points of approach by water, except where obscured by the new Government elevator on the western dock at the outer end of the extension of the west pier of the canal.

The light shown from the front range lighthouse on the outer end of the western breakwater will be changed from fixed red to intermittent white. This light, in line with the intermittent red rear light bearing N. 16 degrees, 30 minutes E. true (NNE. mag.), will lead in from Lake Erie clear of all shoals. The front light, being left on the port hand in passing, vessels should steer thence for the back range light up to the elevator dock at the entrance to the channel leading to the canal.

The light shown from the beacon on the outer end of the eastern breakwater will be changed from intermittent white to fixed white.

The fixed red light shown on the western side of the canal where the west pier meets the shore line will be permanently discontinued and the tower removed.

Recent statistics of Geneva, show that, out of a total population of about 3,500,000 inhabitants, the total of persons employed in the watchmaking industry in Switzerland is 115,617, of which 55,988 are male and 59,629 female. The total of watchmakers is 52,752, of which 35,378 are men and 17,374 women. The distribution of the total 115,617 workers in the various cantons by percentage is as follows: Berne, 42.4; Neuchatel, 34.2; Solothurn, 7.5; Vaud, 6; Geneva, 4.2; Basselland, 1.2; Ticino, 0.7; and Schaffhausen, 0.4.

The Governor of German New Guinea has given notice to the effect that all imports intended for the Salomon Islands must henceforth pass through the custom-house at the port of Kieta. The seat of the German Government in the South Sea possessions has recently been moved from Herbertshohe to Simpsonhafen. The expense of erecting necessary public buildings at the latter place has been provided for.

DISTANCES BETWEEN PORTS.

Many interesting facts are disclosed by the distance figures accompanying a new map just issued by the Bureau of Statistics of the Department of Commerce. One fact of especial interest at the present moment is that the sailing distance from New York to Punta Arenas at the southern end of South America, via the Panama Canal, is 877 miles less than by the route which ships passing between these two points must follow. The tables show distances from our own ports via the Tehuantepec Railway and the Panama Railway or canal, as well as by the Suez Canal and the Cape of Good Hope and Cape Horn routes and via the railway lines across the North American continent. The distance between New York and Yokohama is shown to be via Suez Canal, 13,040 miles; via the Panama Canal, 10,093 miles; via the Tehuantepec Railway, 9,243 miles; via San Francisco (land and water), 7,727 miles, and via Port Townsend (land and water), 7,439 miles. From New York to Shanghai the distance is given via Suez, 12,360 miles, and via Panama, 10,855 miles. To Hongkong the distance via Suez is 11,610 miles and via Panama, 11,410 miles; and to Manila the distance is shown to be 11,556 miles via Suez and 11,546 miles via Panama. From Chicago the distance to Hongkong is, via New York and Suez, 12,522 miles; via San Francisco, 8,365 miles; via New Orleans and Panama, 11,742 miles, and via Tehuantepec, 10,229 miles.

From New York to San Francisco the distances shown are, by rail across the continent, 3,191 miles; via Tehuantepec, 4,415 miles; via Panama, 5,305 miles; via Punta Arenas, 13,089 miles, and via Suez and Singapore, 17,575 miles. From New York to Nome, Alaska, the distance via Port Townsend is 5,555 miles; via San Francisco, 5,896 miles; via Tehuantepec, 7,130 miles; via Panama, 8,010 miles, and via Magellan Straits, 15,840 miles. The length of route from Vladivostok, Asiatic Russia, to New Orleans, via Magellan Straits, is 17,445 miles, while the distance from Vladivostok to New Orleans via San Francisco and thence by rail is but 7,188 miles. The distance around the world via the Transsiberian and our own transcontinental railway lines is shown to be 17,997 miles, being from New York to St. Petersburg, 4,632 miles; from St. Petersburg to Vladivostok, 5,809 miles; from Vladivostok to Port Townsend, 4,357 miles, and from Port Townsend to New York, 3,199 miles. The sailing distance around the world from New York via Suez, Singapore, Manila, Guam, the Hawaiian Islands and Panama Canal to New York again would be 23,092 miles, being in detail, from New York to Singapore, 10,170 miles; thence to Manila, 1,386 miles; thence to Guam, 1,506 miles; thence to Hawaii, 3,337 miles; thence to Panama, 4,665 miles, and thence to New York, 2,028 miles.

British returns show that 6 per cent of the workmen of union membership in the United Kingdom were unemployed in December, as compared with 4.9 per cent in the same month in 1906.

CHINESE IN HAWAII.

Wherever there is a rice field of any size several water buffaloes are to be found. Their owners take excellent care of them and are usually proud of their condition. On one plantation I found a stable in which six of these animals were feeding. The buffalo, whose chief delight is wading through mud, seems to have an instinctive dislike for the white race and often refuses to work under their control, and in one or two instances white men have been obliged to seek safety in flight from the rebellious disposition of these beasts. They seem to understand the Chinese language and know instantly when Chinese are holding the reins, and under their guidance are perfectly gentle and obedient to every command. I saw an example of their antipathy for our race when a Chinese allowed a white boy to make an attempt to drive one of his animals. The buffalo at first refused to move, and then, stamping his hoof, he started off in the wrong direction and was wholly unmanageable. A few moments later his master took up the reins and he became as docile as a pet dog. These animals are healthy and strong, and one working well before the plow is worth \$200.

Birds are a pest in rice culture and all sorts of means are adopted to keep them off the fields. A Chinese idea of a scarecrow is a pole with a white flag on the top, and hundreds of these are planted in the fields. Another mode of getting rid of these pests is by beating on tin cans to frighten them away and often men will shoot and eat them out of sheer revenge. The grasshopper is also an enemy to be dealt with, as it attacks the crop while it is yet in flower. Every plantation has a large concrete floor in the open air, on which to dry the crop. After threshing the rice from the straw it is gathered into rows and dried while still in the hull, and here the water buffalo is used again by being hitched to a woden shovel and driven about the floor until the rice is piled up ready for bagging.

At least 5000 Chinese are employed in the production of rice in Hawaii. They also control the taro patches, from which poi, the principal Hawaiian food, is made. Many Chinese are engaged in raising ducks, while the sole occupation of others is the raising of chickens. As eggs retail from 25 to 60 cents per dozen and live chickens from \$10 to \$12 per dozen, this business should be profitable; but there is sometimes considerable loss due to the ravages of a peculiar tropical disease which is fatal to young chickens. The Chinese produce practically all of the vegetables grown on the islands and sell them from door to door.

The Chinese are by far the best workers in the cane fields, are quiet and peaceable in manner and attentive to duty, giving the overseers little or no trouble. Less than 2,000, however, are to be found on the sugar plantations at present, as the Chinese Exclusion Act settled coolie immigration. A number of the "native born" have become stenographers and are employed by Americans. A professional man of Honolulu told me that his secretary, a Chinese youth whom he paid \$35 per month, was "simply perfect."—Mrs. C. R. Miller in Leslie's Weekly.

The population of men in the United States, from statistics compiled from the reports of the census of 1900, is 39,059,242.

DIAL AS CLOCK REGULATOR.

Before the days of railways sun dials were sufficient for most ordinary purposes, and furnished the best available means of ascertaining the time. The sun dial affixed to the church wall or on its pedestal in the churchyard served to tell the time, until railway trains brought into more general use the clock and then the watch. The conditions have again changed. The owner of a country estate, as well as the modern man of business, nowadays wants to know the correct time with some greater certainty than ordinary watches and clocks can give it. Hundreds of modern reproductions of the various forms of sun dials have been set up, partly for use and partly for ornament, but their usefulness is materially reduced by the difficulty of setting such dials with sufficient accuracy and by the cumbersome arithmetical figuring entailed before Greenwich time is found. The helio-chronometer recently exhibited at the Royal Society's meeting in London overcomes these difficulties. A simple operation of adjustable levels sets the instrument, which indicates Greenwich time with the accuracy of a fine clock.

The helio-chronometer consists of three chief parts—a universal stand, an hour circle and a year circle. The universal stand, by which the instrument is fixed in place, forms a simple and solid ball-and-socket device, by means of which the makers effect the necessary adjustments in latitude and level. The hour circle can slide round on the upper part of the stand, to follow the apparent motion of the sun, which casts a spot of light through a small hole in the upper of two screens on to a center line scribed on a lower screen. When the spot of light is on the line Greenwich time is indicated. The third portion of the instrument consists of the gun metal year circle, on which are engraved the months. When this is turned to indicate the current day and month a curved plate formed on its under side automatically applies the necessary corrections for indicating Greenwich mean time. The idea is that the helio-chronometer shall serve as a standard of reference for correcting clocks and watches at convenient intervals—say, once or twice a week.

The experience of the last two years proves that when once clocks and watches have had their regulators set in accordance with the helio-chronometer observations, their indications of time may be relied on for the few days which may elapse between the observations.

There is only one change in masters of the fleet of the Kinsman Transit Company, of Cleveland, for the coming season. This is caused by the resignation of Captain Harry Gunderson, of Cleveland, who has sailed the steamer Henry Steinbrenner. It is understood that Captain Gunderson will not sail again. Steamers and appointments for the season are: steamer M. Andrews, Captain Joseph Lampoh; steamer Philip Minch, Captain L. B. Cummings; steamer Henry Steinbrenner, Captain G. D. Tulian, of Ashtabula; steamer Anna C. Minch, Captain Albert Loher. Captain Tulian has been in the steamer City of Bangor, which will be sailed this year by Captain Forest Maloney.

OLD SEABIRD WRECK.

The Government officials have lately been making inquiries relative to the hull of the sunken steamer Seabird, which was wrecked near Waukegan, Ill., on April 9, 1868. It is believed the wreck lies in front of the present new naval school property at North Chicago, and may be in the way of the proposed harbor. Hence it is proposed to locate it, and perhaps dredge it out.

Captain D. D. Parmalee, a veteran fisherman, of Waukegan, was one of the men who marked the wreck's location, and has given data of it. Several lives were lost in the disaster, and only two men escaped.

INFORMATION WANTED.

Daniel H. Brown is requested to communicate with Mrs. E. C. Brown, Algonac, Box 128.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

Herbert Douglass, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglass, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

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BREWER AND THE CHINESE.

Justice David Brewer, of the United States Supreme Court, in a lecture delivered in New York last week, disclosed his sympathy with Chinese immigration in no uncertain way. He said "a ray of light" was appearing for the Chinese, and added:

"In obedience to an aroused public sentiment the brutal and barbarous rules for awhile enforced for the purpose of excluding the Chinese have been largely modified, and now we are beginning to remember that they, too, are numbered in the brotherhood of man."

Little has been heard of this "brotherhood of man" doctrine, with relation to the Chinese, since the early days of the agitation for exclusion of coolie labor. In reviving this plea Justice Brewer shows a lack of understanding of the subject.

However intemperately Chinese exclusion may have been advocated at times, and whatever of needless hardship inflicted upon individuals by immigration officers, there were sound reasons for closing the doors to the great flood of immigration from China. Had that not been done, California and the rest of the Pacific Coast would long since have been completely overrun with Chinese cheap labor, and this would have been a yellow man's country instead of a white man's, save for the exploiters of cheap labor.

The reasons for shutting out the Chinese are numerous. But the chief and sufficient ground for exclusion is the cheapness of their labor and their low standard of living, which make it impossible for a white man to compete with them without a descent to the same level. The Chinese who came to this country, with very few exceptions, were single men and never married during their stay here. They established no homes, but huddled together in wretched, filthy dens, creating a plague spot in San Francisco which nothing short of a conflagration could purify. They underbid white labor until it was largely forced out of employment, and they degraded every calling they touched. They paid no taxes, contributed nothing to the support of government, schools, churches or other public institutions, did not and could not assimilate American ideas, had absolutely no sympathy with this country or its people, and, after draining the State of money, always returned to their native land to enjoy their savings. Many of them were opium-smokers and nearly all were gamblers; and collectively they maintained a horrible system of female slavery for the basest uses.

Such was the character of Chinese immigration, and the Chinese who still remain on this Coast, with some exceptions, are of the same sort. Their number is not sufficient to disturb labor conditions in these days, and they have taken advantage of changed conditions to demand much higher pay than what formerly satisfied them.

In view of the hundreds of millions of poverty-stricken people in China, it was only a question of time before millions would have come to America, had not Congress put up the bars. And exclusion had the support not only of the workingmen of the Pacific Coast but of all classes, including the most patriotic, intelligent, best-informed and most liberal-minded men. As a

rule the only persons who favored this Asiatic immigration were sentimentalists who fancied the Chinese could be converted, or corporations and other large employers of unskilled labor, who aimed to get it as cheaply as possible, without regard to the general welfare or the future of the country.

The same objections apply to Japanese cheap labor as to Chinese, and even with greater force, for the Japanese are less desirable as laborers than the Chinese, being inferior workers and less reliable in every way. They have blighted a number of the fairest fruit districts of this State. And there would be the same necessity for exclusion legislation in the case of the Japanese, had not the Government of Japan recently given assurances that the stream would be shut off at its fountain-head by forbidding emigration to the United States, Hawaii, British Columbia and Mexico.—The Bee, Sacramento, Cal.

LIFE-SAVING SERVICE.

In each house of Congress is now pending a bill to establish a retirement system for the benefit of the Life-Saving Service, and recently President Roosevelt sent to Congress a special message urging the enactment of this legislation, in terms which should carry instant conviction to those who may still doubt the wisdom or expediency of the departure. The only possible objection to this move is that it creates a civil pension list, from which some members of Congress shrink with a degree of horror wholly disproportionate to the possibility of injury to the public welfare. If there is any one class of public workers deserving of being pensioned it is the men who comprise this service. They have saved thousands of lives. They have incidentally saved millions of dollars' worth of property. They have exposed themselves in storm and cold fearlessly, devotedly faithful to their trust and inspired by the desire to do the duty which humanity demands. Underpaid and unencouraged by any of the rewards which are won by other Government servants, these men are most deserving of favors and privileges.

The pending bills, thus strongly indorsed by the President, propose the retirement upon three-fourths pay of all keepers and members of crews who have served thirty years or who have reached the age of 65, or who become disabled and are recommended for retirement. This is a very small token of the appreciation of the country for the sacrifices these men have made and for the dangers they encounter.

At present the surfmen are paid the munificent sum of \$65 a month, their pay ceasing during the winter when the stations are closed. On the Pacific Coast a few stations are kept open the year round. On the Atlantic Coast the service continues for only ten months, while on the Great Lakes the men are laid off four months each year without pay. The men find their own food and uniforms. If married they must therefore keep up two tables, at the home and at the station mess. If disabled they are laid off with a year's pay. If sick the Government reimburses them for the pay of their substitutes. These are the hard conditions attending the service, which may

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA 29 ERSKINE STREET, SYDNEY, N. S. W.

suddenly close in death, while their families are left without succor.

It has been often suggested that these men are not paid enough money. The fact is that the chief of the service is constantly embarrassed by the difficulty to secure enough good men to equip the stations. Were it not for the exceptional loyalty of the older men and the success of certain mechanical appliances which lessen the demand upon the human arms, it would be impossible to maintain the service at its high standard of efficiency.

It is believed that the retirement provision will attract recruits and will hold the men in the service. It is the least the Government can do, whether viewed as a stroke of justice to a faithful class of workers or as a measure of insurance against deterioration.—Washington Star.

A Lima (Peru) newspaper, the La Prensa, commenting on the congested condition of the port of Callao, says that it is not uncommon for vessels to be detained four or even six weeks before they can begin to discharge a cargo. On December 5 there were five British ships waiting their turn, one of which had been there for forty-eight days.

ORIENTAL EXCLUSION.

What the people of this Coast desire in the matter of the exclusion of Oriental laborers is, first, that it shall be done, and secondly, that it be done by domestic law in order that there may be no further precedents established tending to make this purely domestic matter a subject of international discussion. We insist that all nations have an inalienable right to determine who shall and who shall not be admitted to the national territory. We therefore do, at the proper time, desire the passage of an act of Congress, which shall deal comprehensively with this whole question.

But some of us, at least, have common sense, and when we see everything tending in the direction which we desire are perfectly willing to let time and familiarity with the subject do their work. We recognize the sensitiveness of other peoples and consider it both reasonable and wise that foreign governments concerned should have time to create within their respective countries a public sentiment against emigration to countries where such emigrants are not desired, to let it be recognized that the objection to Oriental emigration is reasonable, and in general to permit all concerned to get into such a frame of mind that when our general exclusion law comes its effect will not be to abruptly check a powerful stream of immigration. When Oriental immigration has been diminished by the action of Oriental governments to an insignificant volume, and no great economic interest will be suddenly and adversely affected, we can pass such domestic legislation as we desire without causing friction or ill feeling. We should think that the matter should begin to take definite shape after the final report of the commission which is now making an exhaustive study of the subject.

The movement has made astonishing progress during the last three years. Domestic legislation of the kind which we desire can only be secured by the concurrence of the populous East. Three years ago it seemed unlikely that we should secure Eastern agreement for a good many years. It is evident that an overwhelming majority of Eastern sentiment is now with us. It is also evident, however, that it would be quite easy to create a strong revulsion of Eastern feeling by urging brusque and precipitate action. It has become evident that the sentiment prevailing here is that of the people of all white man's countries. The Orient now understands this and Oriental governments are preparing to accept the principle. Let us give it time to soak in. We claim no rights which we do not concede to other nations. Our exclusion laws are not framed for the purpose of injuring other peoples, but solely with reference to our domestic interests. They can therefore afford no just ground for international complaint or for retaliatory measures. If Oriental nations, however, choose to frame exclusion acts against us they have a perfect right to do so, and it is no ground for complaint by us. It is for the interest of both races to keep the masses of the people apart.

The main difficulty with which we shall have to deal is not the attitude of our Eastern people or of any Oriental nation. It is in the Department of State of the United States Government, which is possessed with an unyielding determination to bring all domestic matters possible, and particularly

revenue laws and immigration, into the domain of international discussion and action. It does so from the lust of power which invariably seizes upon officials in such positions. It is from that quarter that we have most to fear in the direction of the impairment of our national independence. It is that department which we must most constantly watch. Paraphrasing a well-known aphorism of a certain French party, we may say—the enemy, it is the State Department.—San Francisco Chronicle.

MACHINERY VS. TOIL.

No one has been able to decide how the enormous stones in the pyramids were handled, for, even allowing for the vast army of men, some sort of mechanical contrivance must have been used. One theory is that as each course of stone was laid, a sand embankment was built around it, with long easy slopes, so that the stones for the next course could be pushed up on rollers and slid into place without any actual lifting, and so on, the pyramid being in fact buried as fast as it was built, until the top was reached, when the stupendous job of removing the sand embankment was commenced.

This might account for the vast army of laborers used. For instance, it is said that in building the great pyramid of Cheops 100,000 men were employed for thirty years, although the quarry from which the stone was obtained was only 3000 feet from the pyramid.

The City Investing building, the largest skyscraper in New York, happens to be nearly the same height as the pyramid. If we required the same number of days' labor for this building, which takes a year to erect, as the Egyptians took, we would have 30 multiplied by 100,000, or 3,000,000 men working every day for one year on this one building. Imagine a number of men equal to almost the entire population (including men, women and children) of New York City trying to reach the corner of Broadway and Cortlandt street every morning. Even if they got there there would remain the impossibility of finding standing room, let alone working room, for them, or of providing a commissariat's or hygienic department. Against this 3,000,000 men working every day for one year, the average number on the City Investing building would not exceed 2,000 men a day, while the maximum would probably never reach 3,000. While in some ways it is not fair to compare a stone structure with a steel building, still there is no doubt that the chief difference is due to the improved machinery, the greatest strides in which have been made within the last twenty years, many kinds of work now being handled in from one-half to one-third the time that was required two decades ago.—T. Mennard Thompson in Engineering.

The Government of Colombia, in addition to the loan made to Luis Gieseken, who operates a line of steamboats on the Magdalena River, has taken stock in the company to the amount of \$200,000 American gold. The company will be known as the Compania de Navegacion del Magdalena.

No Arctic explorers ever have colds until they return to civilization. Then, one and all, they are prostrated by severe influenza.

NEW GOLD FIELDS.

It is not a mere hyperbolic figure of speech to say that American cities spring up in a day—between the rising and the setting of the sun. If it is the population and not the houses that constitutes a city, several cities of this country that are now thriving and well established grew in just that way—got beyond the village class in less than twenty-four hours. Guthrie may be mentioned as a twenty-four-hour town; also Goldfield, and, according to reports, another Nevada spot, rejoicing in the suggestive name of "Rawhide," became a city with a population of 3500 on last Monday. Rawhide, it seems, is a repetition of Goldfield; it is another Goldfield, in fact, so the enthusiasts who have made a grand rush for it believe.

It is rumored that a gold ledge has been found in the Nevada desert, located about half way between Reno and Tonopah. Wonderful tales have floated through the mining regions concerning the richness of the ore, a limestone rock, that has been discovered at the point already known to fame as Rawhide. One report declares that samples of the ore have assayed \$50,000 to the ton. There is such a firm belief that Rawhide is to have staying qualities that four newspapers and three banks opened business with the first rush. At present it is a tent city entirely, and the tent hotels are renting beds in eight-hour shifts. It is scarcely safe to assume that a gold reef richer than the African Rand has been located in the arid region of Nevada, but the developments at Rawhide will be watched with interest.

Such chance discoveries of the yellow metal as those of Goldfield and Rawhide, in a region that had previously been explored by prospectors during a long period, bears out the theory entertained by many mining experts that the world's gold deposits have as yet been barely touched. With regard to the gold output from the Klondike and Nome districts of Alaska, for instance, many experienced prospectors entertain the belief that the placer finds which have been thus far worked are but indications of richer stored deposits that have not as yet been located. There is a prevailing belief among Alaska miners that great ledges of rich gold-yielding ores will yet be discovered in Alaska. In fact, there is not a gold-yielding region in any section of the world concerning which it is not believed that the output is likely to be increased by new finds—such accidental uncoverings as those of Goldfield and Rawhide.

Of the seven principal gold-yielding States Colorado has held first place in magnitude of output for more than a decade. Alaska has been a close second to Colorado, California ranking third and Nevada fourth. The new Nevada field at Rawhide, if it makes good the repute of the first enthusiastic reports, may put Nevada at the top in the size of competing gold crops. As to this, however, a more accurate guess may be made a twelvemonth hence.—Baltimore American.

It is reported that a gold coinage law is being drafted for Siam and that the measure may become a law within the year. It is under this law that it is proposed to reintroduce the stang, a copper coin this time, not nickel as before.

World's Workers.

It is estimated that at the present time there are no less than 60,000 unemployed in Berlin, Germany.

Sixty boy employes of the Fresh Food and Ice Company, Sydney, Australia, went on strike recently for better wages, and won them.

In 1888 bakers in Scotland were only paid from 20s. to 26s. per week. Then they formed a union and struck, and now their wages average from 28s. to 36s. a week.

About 50 or 60 boys employed at Anthony Hordern's, Sydney, Australia, struck recently for better wages. On being promised a favorable consideration of their just claims they resumed work.

Sydney Municipal Council is about to approach the New South Wales Government with the purpose of having workmen's dwellings erected in the city, either by the Government or the Council.

The Australian Farm and Bush Workers' Union is spreading rapidly in the farming districts of New South Wales, and everywhere the organizers are meeting with great success in enrolling new members.

Organized labor in New South Wales, while favoring an amendment to the Arbitration Act, will strenuously oppose the Government's intention to substitute Wages Boards for the present system of arbitration.

The Old Age Pension Bill now before the Parliament of Great Britain provides for the payment of 5s. per week to all persons over 65 years of age. The total amount to be paid in such pensions is estimated at £8,000,000.

The New South Wales Furniture Trade Union is about to approach the Federal Minister for Trade and Customs, with a view of having the excise clauses of the new tariff applied to the trade in the interest of the members of the union.

Fifty thousand mill hands employed at St. Petersburg, Russia, recently walked out of the factories on a one-day strike, as a mark of sympathy with the 37 Social-Democratic members of the second Duma, who were arraigned on charges of high treason.

The Sydney (Australia) Labor Council is providing funds for the prosecution of a jam factory boss on a charge of using bad language to several girl employes. The Inspector of Factories is also about to prosecute the company for breaches of the Factories Act.

In Westphalia, Germany, no coal miner is allowed to remain more than eight and a-half hours underground in one shift. Complete provision is also made at the pit head, so that miners can change their wet working clothes for dry ones before they go home.

The Australian Commonwealth Minister for Trade and Customs has decided that wage-earners handling grain shall not be treated as mules any more. He has therefore issued a proclamation forbidding the exportation of grain bags containing more than 200 pounds of grain.

Keijoro Nakamura, chief metallurgist of a wealthy copper mining company in Japan, who has been inspecting Australian mining methods, says that miners in Japan were getting two yen (50 cents) per day wages, which is big pay for that country. The miners work eight hours per day and the surface hands twelve hours.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Alfson, K.
Andersen, E. -1149
Andersen, O. S.
Andersen, Victor
Anderson, L. T. -735
Anderson, Aug.
Anderson, H. M.
Andersen, A. -1520
Andersen, Chas.
Andersen, O. -1531
Andersen, Andrew
Andersen, Olaf.
Andersen, O. L.
Andersen, Eskill
Anderson, J. -1514
Andersen, Gus
Andersen, J. -1492
Andersen, Axel P.
Andersen, C. -925
Asplund, E.
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Barwa, D.
Bade, A.
Barry, M.
Benghsen, I.
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Becklan, J.
Benson, J. E. -1454
Becker, Joe
Beckler, Joseph
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Bohman, W. -630
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Ekklund, P. H.
Ekholm, Ellgins
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Hjerre, Edmond
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Hoflund, R. B.
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Karlsen, Oscar
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Schubert, Max
Schuberg, F.
Schierlau, Rob.
Schmit, F.
Schaffer, Paul
Schultz, W.
Schulze, Aug.
Sebelin, Chr.
Seddon, R.
Shannon, H. C.
Simonsen, B.
Sivertsen, Anton
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Smith, Ed.
Soyland, Arthur
Soderholm, Alaric
Sovik, C.
Soenvecke, A. -1321
Staff, C.
Stander, A.
Steine, I. L.

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Svensen, S. -1714	Walmer, E.
Syvertson, F. Froberg	Walrath, C.
Sysmantli, H.	Wahlstrom, A.
Taylor, Ed.	Wrrich, P.
Thomasen, R. -2184	Wilson, S.
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Tongerson, K.	Wimmer, Geo.
Tornquist, M.	Winters, C.
Tuominen, A.	Wickblad, O.
Udley, H. T.	Woods, J.
Ustad, J. S.	Wylurg, E.
Yonger, O.	

Portland, Or., Letter List.

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Anderson, Nels Stig.	Hilarion, Chas.
Boose, Paul C.	Jahnske, Arthur
Behrens, Emil	Jansson, Joel
Bagdon, Wilhelm	Johansen, F. B.
Berthelsen, Alfred	Johnson, Andrew
Bade, Alex.	Jakobsen, Ole
Brookmann, Robert	Kirrvan, Milton
Borge, S. H.-1568	Kone, Ernst
Bartels, Otto	Lewis, W. J.
Bostrom, Nils A.	Lettre, Honore
Bojesen, P. A.	Lerch, Paul
Connecke, Hugo	Le Sollen, Pierre
Coye, Chas.	Madsen, M.-1503
Dahl, John	Morris, Louis
Erickson, E. J.	Nordenberg, John
Gustafson, A.	Nilsen, Edvin
Helms, W.	Nelson, Louis
Hansen, Hans Chr.	Osol, Theo. K.
Hansen, G. M.	Peterson, H.
Hansen, Aldan	Petterson, John
Holmes, T. A.	Pohlman, Hans
Hansen, H.	Peterson, J. A.
Hansen, Geo. J.	Schmidt, Fritz
Hegan, Paddy	Wilsen, Anders
Hogan, Bernt.	Zink, Karl

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Pt. Townsend Letter List.

Akesson, Hjalmar	Ligerbrains, Gastie
Aken, E.	Nilson, Hjalmar
Casey, J. W.	Niken, M. V.
Coakley, Timothy	Stackeasson, C.
Fernstrom, Sven	Stevens, W.
Kuhl, Herman	Swane, A.
Olsen, Alfred.	Weber, Ch. O.

Home News.

The Ohio Senate on March 12 by a
vote of 22 to 9 passed a bill abolishing
capital punishment.

The Porto Rican House of Dele-
gates on March 11 passed a bill au-
thorizing the insular government to
operate a lottery.

Advices to the State Department
from Hayti indicate that the situa-
tion at that place has been greatly
relieved by the arrival of warships
ordered there by the various govern-
ments.

Representative Acheson, of Penn-
sylvania, on March 12, introduced a
bill in Congress "to promote efficiency
among military officers" by providing
that total abstainers be given prefer-
ence in promotions.

Dave Poe, Tom Ranston and two
Jenkins brothers, all negroes, were
lynched at Vancleave, Miss., twenty
miles north of Biloxi, Miss., by a mob
of thirty men on March 9. The men
were accused of incendiarism.

Official experts of the Government
have declared the recent discoveries
for the manufacture of precious
stones to contain nothing new and
sensational and are of little value.
The artificial rubies made are de-
clared to be a success.

If the House and Senate concur in
the action taken by the House Com-
mittee on Immigration and Naturali-
zation in reporting the Burnett bill,
it will cost \$10 instead of \$5 after July
1, 1908, for a foreigner to become a
citizen of the United States.

Both houses of the Oklahoma
Legislature on March 20 passed the
State dispensary system measure
with the emergency clause. An
amendment by Speaker Murray of
the House provides that there shall
be a special election held this year
to vote upon the dispensary bill.

Judge Holt in the United States
Circuit Court at New York on March
20 dismissed the suit for \$30,000,000
damages brought by the Pennsylvania
Sugar Refining Company against the
American Sugar Refining Company
for alleged violation of the provis-
ions of the Sherman Anti-Trust Act.

The death record of New York City
for 1907 shows a rate lower than any
of the other greater cities in the
world—18.48. The mortuary statistics
disclose that the greatest number of
deaths occurred from tuberculosis,
8,999, while heart disease was re-
sponsible for the death of 7,237 per-
sons.

The jury in the first of the Penn-
sylvania conspiracy cases to be tried
at Harrisburg on March 13 gave a
verdict of guilty as to each of the
four men who have been on trial for
the last seven weeks. The maximum
penalty for each defendant in this
case is two years' imprisonment and
\$1,000 fine.

John R. Walsh, former President of
the Chicago National Bank, who was
convicted of illegal use of the funds
of that institution, was denied a new
trial by Judge Anderson in the United
States District Court, at Chicago, Ill.,
on March 13, and sentenced to serve
five years in the Federal Penitentiary
at Fort Leavenworth.

The report of the Royal Commis-
sion on the collapse of the Quebec
bridge, in which eighty lives were
lost, was presented to Parliament on
March 10. The Commission finds that
the collapse was due to defects in de-
sign and that the parts of the bridge
which first gave way were the lower
chords in the anchor arrangement
near the main pier.

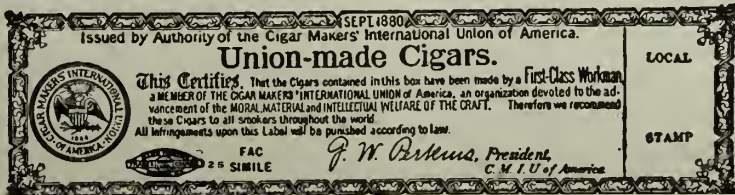
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SMOKERS

News from Abroad.

Lieutenant-General Stoessel on March 20 began serving his ten-year term in the St. Peter and St. Paul fortress at St. Petersburg, Russia.

Twenty thousand dollars bequeathed by the late Mlle. Louise H. Leclerc to elevate the morals of France was recently refused by the Academy in Paris.

Dr. Karacaieff, who was leader of the Group of Toil in the second Russian Douma was shot to death by two men in his home at Yekaterinoslav on March 18.

The freedom of the city of London was bestowed upon Florence Nightingale, the organizer of nursing in the Crimean war, on March 16. Miss Nightingale is now in her 88th year.

The Czar on March 17 confirmed the death sentence passed upon Lieutenant-General Stoessel and also the court's recommendation for commutation of the sentence to ten years' imprisonment in a fortress.

Fifty-nine persons have been sentenced to terms of imprisonment up to five years and thirty-four have been acquitted in connection with the attacks upon the estates of the barons in the provinces of Livonia and Courland, Russia.

A satisfactory settlement of the Tatsu affair was announced on March 16. China has conceded all the Japanese demands. She will purchase the arms and ammunition on board the Tatsu and will hoist the Japanese flag over the vessel.

With the view of bringing about a more thorough development in the German colonies, the Federal Council has adopted a proposition for the construction of 900 miles of new railroads in German Southwest Africa and the Cameroons.

The Russian Committee on National defense has adopted a report rejecting the battleship credits for 1908 and accepting the credits for the completion of the battleships, torpedo boat destroyers and submarine boats now in course of construction.

An amended bill, granting a subsidy to the Japanese-Corean Colonization Company, has been introduced in the Japanese Diet and will undoubtedly pass. The amount to be given by Japan alone is fixed at \$150,000 a year for eight years. The capital of the company is \$5,000,000.

The Spanish steamer Isla de Panay, Captain Aege, from Manila, February 18 for Liverpool, via Colombo, February 28, with a cargo of tobacco and cocoanuts on board put in at Barcelona on March 20 with a fire raging in her hold and was burned to the water's edge. The crew of the vessel were saved.

The gold mines of the Transvaal produced in 1907, \$136,750,000 worth of gold, which with the exception of \$5,000,000, was obtained along the reef upon which is situated the city of Johannesburg. Prospecting and new mining enterprises outside of Johannesburg districts have yielded practically no result.

The bubonic plague at Guayaquil, Ecuador, is increasing, and the sanitary condition of that and other towns is causing great alarm. There are fifty-one cases of plague in the lazaretto, besides several cases of smallpox and yellow fever. Many buildings, including the Town Hall, which is more than 200 years old, are to be burned.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Aasen, Alfred	Andersen, John
Abolin, K.	Anderson, -1391
Ackerson, Peter	Anderson, -557
Ahlborg, G. A.	Anderson, -1149
Ahlborg, R. W.	Anderson, Anders II.
Anloff, Wm.	Anderson, -1562
Akselsen, Gus	Anderson, A. B.
Alksone, August	Anderson, Ernst
Allen, Fred	Anderson, -934
Allen, James	Anderson, F. M.
Alquist, Oscar L.	Anderson, -1541
Ambros, Jacob	Anderson, Edward
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Andersen, -1420	Andersson, -1481
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Andersen, Geo.	Andreassen, Hans
Andersen, Oscar	Andstrom, -1479
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Baillie, Joe	Bjornsgaard, C. E.
Banke, -1646	Bleibenberg, F. C.
Barney, Harry E.	Black, Viktor
Barre, Rene	Block, Albert
Barrach, Herman	Blomberg, Chas.
Barry, Michael	Bohlman, -630
Basberg, H. H.	Bolas, Peder
Beasang, Eugene	Bonhoff, H.
Beckwith, Walter	Bower, G.
Belin, Eric	Braun, Wm.
Beling, Oskar	Braun, Jakob
Bengtsson, J.	Breckert, Th.
Benson, -1611	Bredesen, Johan
Berentsen, Oskar	Bregler, Fred
Berg, A. C.	Brellin, Adolph
Berge, Johan S.	Brox, Henrik
Berge, Peder	Brumlinger, P.
Bergquist, Stanley	Bruun, Chr.
Bergstrom, Frank	Buass, Thomas
Berlinz, Emil	Budenditch, G.
Bickel, Leonard	Bult, Ernst
Bjerregard, Chr.	Burke, Jas.
Bjork, Algot	Burmester, F.
Cameron, H.	Christensen, J. M.
Carlsen, Hans	Christensen, Albert
Carlsen, John	Christensen, E. H.
Carlsen, O.	Christensen, M. H.
Carlsen, Hans H.	Christensen, -1065
Carlsen, Conrad	Christensen, John P.
Carlson, A.	Christensen, -587
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Carlson, M. A.	Christophersen, Chris
Carlson, Carl	Clementz, Ole
Carlstrom, A.	Clyde, H. R.
Carron, Eddie	Compton, J. S.
Caspary, Aug.	Connecke, Hugo
Castro, Lucas	Croll, -772
Chambers, A. G.	
Dache, Paul	De Santis, Emilio
Dahlman, J. A.	De Young, A. W.
Daley, W. C.	Dixon, H.
Danberg, Rudolf	Dominek, H.
Danenberg, Rudolf	Dorles, H.
Day, H. E.	Dorum, Berger
Dehrellt, Lewis E.	Douglas, D.
Dempsey, Thomas	Dowling, S.
Easton, R. W.	Emanuelsen, C.
Eckerlein, Frank	Engberg, A.
Edder, Carl	Engblom, John
Eddy, Geo.	Eriksen, Emil A.
Ekstrom, Geo.	Eriksen, Erik
Elme, August	Eriksson, K.
Ellefsen, Andreas	Esnault, Geo.
Ellsen, Fred	Esterberg, Gustaf
Falk, Axel	Follis, George
Ferula, John	Fosen, A. H.
Ferne, O.	Frassik, Aug. E.
Fiedler, Max	Franssen, Gotthard
Findley, Harold	Franssen, Frank G.
Finnson, W.	Fris, Chr.
Fischer, Torsten	Froese, Elias
Fitzgerald, Harry	Frost, Hans
Fjeldstad, Olaf	
Gabrielson, C. W.	Gibbs, H. D.
Gabrielsen, Eilling	Gillholm, Albin
Gabrielsen, Oscar	Green, Chas.
Gad, Sophus	Grieff, Edward
Gahmeyer, H. R.	Gunnar, C.
Gardell, Chris.	Gustafsson, A. F.
Gartz, Wm.	Guzek, Bernhard
Haakonson, H.	Haug, Hans H.
Haasenritter, C.	Haugen, Lars
Haave, Christ	Hawkins, M.
Haldorsen, H. E.	Heleke, Paul
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Hansen, Marius	Hermansen, Halvor
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Hansen, Johan M.	Hewitt, Sammy
Hansen, Otto W.	Hilde, Herman
Hansen, Peter K.	Hochsman, Albert
Hansen, Carl	Hoffmann, Fr.
Hansen, Geo.	Hohn, John
Hansen, Peter	Hoikkala, M.
Hansen, -968	Holden, Olaf
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Hansen, -1837	Holtz, Emil
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Jamieson, James	Johansen, Andreas
Jansen, K.	Johansen, Kristian
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Jaspersen, Martin	Johanson, Sigfrid
Jensen, Karl E.	Johansson, C. A. B.
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Jensen, Peter	Johannessen, -1562
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Jensen, Jens P.	Johnsen, Peter
Jensen, Julius L.	Johnson, J. E.
Jensen, Carl	Johnson, Frank

Johnsson, Ernest
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Kamp, G. H.
Kane, G.
Kans, F.
Kapen, Nils J.
Karlsen, -1269
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Landahl, Carl
Langner, -1347
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Larsen, Chr.
Larsen, Sivert
Larsen, Fredrik
Larsen, Laurits S.
Larsen, Axel L.
Lassen, Th.
Lax, Karl
Le Bloa, Sylvin

Madsen, M.
Magl, M.
Magnusen, Jorgen
Mahsing, W.
Mannick, John
Mansfield, Jack
Markman, Harry
Mathisen, -1759
Martinsen, Olaf
Mattsson, K. J.
Matusewitsch, J.
Mayes, Yoel
McArthur, S.
McKerron, Wm.
McLoughlin, M.

Nelson, B.
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Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliff, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havelock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

Three hundred men, driven to desperation by hunger, fought for jobs at the Cuyahoga plant of the American Steel and Wire Company at Cleveland, O., on March 20. The police had been warned and several were on the ground. They clubbed the men to keep order.

It is believed that President Roosevelt will address a message to Congress, again directing attention to the recommendations of the President, looking to legislation amendatory to the Sherman Anti-Trust law and of other topics mentioned in his previous messages.

Speaker Cannon and Vice-President Fairbanks have announced their belief that the present Congress will pass an Employer's Liability bill which will meet and overcome the unconstitutionality of the present law pointed out by the Supreme Court of the United States in a recent decision.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Labor News.

Eight hundred bottlers employed at the Anheuser-Busch Brewery at St. Louis, Mo., went out on strike on March 10 in sympathy with the wagon drivers.

Notices of a 10 per cent reduction of the wages of the 1400 operatives, to take effect March 30, were posted in the Lyman Mills, Holyoke's principal cotton mill, on March 10.

Notices of a 10 per cent reduction in wages at the cotton mills of the Shetucket Company and the Falls Company were posted on March 16. About 1200 employes are affected.

Notices were posted at the Cocheco Manufacturing Company's cotton mills at Dover, N. H., on March 17, of a 10 per cent average reduction in the wages of its 2200 operatives after March 30.

By the discharge of over 200 men at Renovo, Pa., on March 16, the Pennsylvania Railroad has made in the aggregate a reduction of almost a thousand in its force at this place alone since January 1.

The Alice rubber shoe mill and the Millville rubber boot mill of the United States Rubber Company at Woonsocket, R. I., closed on March 14 for an indefinite period. About 1200 employes are affected.

The entire plant of the Sharon (Pa.) Steel Hoop Company resumed operations on March 17. The open hearth, blooming mill, eight, nine and ten inch billet mills also started. About 1000 men are affected.

Twenty-four breweries in St. Louis and East St. Louis were almost completely shut down on March 17 by the walkout of nearly 3500 union brewers, maltsters, bottlers, firemen and freight handlers allied with the brewing interests.

Ten of the twenty pot mills of the American Shot and Tin Plate Company at South Sharon, Pa., were put in operation on March 16, affording employment to 600 men. The Sharon pot mill resumed on the 17th, employing 1000 men.

The convention of the United Mine Workers of America at Indianapolis, Ind., on March 20, adopted a provision which levies an assessment of 50 cents a month on all members of the organization for the purpose of assisting members who by failure to secure contract on April 1 may be forced into idleness.

Alleging violation of a contract with the Beer Drivers and Stablemen's Union on the part of the eleven St. Louis and East St. Louis breweries, suit has been filed by the union for \$1,100,000 damages. The damage sought is said to be based on the profitable earnings of the discharged men during the life of the contract.

Fifteen hundred machinists, boiler makers and members of kindred trades working in the Denver and Rio Grande shops went on strike on March 16 in response to an order issued by W. J. McQueeney, representing the machinists' national organization, after a final conference at which Manager A. C. Ridgway of the railroad refused any concessions.

Stating that he believes that Harry Orchard, in the trials of Haywood and Pettibone for the murder of ex-Governor Frank Steunenberg, told the exact truth, Judge Wood, in the District Court at Caldwell, Idaho, on March 18 recommended that the State Board of Pardons commute Orchard's sentence of death to imprisonment in the State Penitentiary.

With the Wits.

They are now both sorry they wed.
They see they have made a mistake.
For he's but a winner of bread
While she has been brought up on
cake. —Boston Transcript.

Quite So.—Fair Aspirant—What is
the chief requisite for a young lady
entering the literary field?

Editor (who has had a wearying
day)—Postage stamps.

Talked From Experience.—Hen-
peque—Johnson has joined the silent
army.

Henderson—Dead?

Henpeque—No; married.—Syracuse
Herald.

His Point.—Little Boy (in toy shop)
Is this bank safe?

Salesman—Absolutely, my little
man. I'll warrant you won't break
into it.

"But I want one that papa and
mammy can't break into."—Harper's
Weekly.

Friends—"Is she a friend of yours,
dear?"

"Yes, indeed; one of my particular
chums."

"I can't see what you like about her.
She's such a dowl."

"I know; but that's just why we're
friends. Whenever we go out together
she makes such a splendid foil for
me."—Exchange.

A Stab.—Teacher—Now, Tommy,
can you tell me what "t-o-o" spells?

Small Tommy—Yes, ma'am, it spells
"too."

Teacher—That's right. And what
does "t-o" spell, Johnny?

Small Johnny—I guess it spells
"one."—Chicago News.

A Cause for Thanks.—"Ah, my dear
Mr. Briefless," said Mr. Hardeash,
seizing the young barrister's hand and
shaking it warmly, "I am so immensely
obliged to you. That ease the
other day, you know—I won it."

"Thanks," replied Briefless, "but
did I represent you?"

"No, my dear fellow," replied Har-
dash, "you represented the other man."
—Home Herald.

A Steady Job.—"Well, Percy,"
greeted the young lady who was out
airing her pet poodle, "I am so glad
you have a position. By the way,
what is it?"

"Why, I am chastiser for the pub-
lic," replied Percy, as he twirled his
cane.

"Chastiser for the public? And what
is that?"

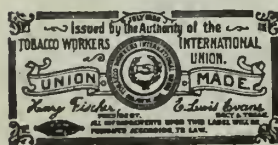
"Why, you see, they employ me to
whip the cream in a large lunchroom."
—Chicago News.

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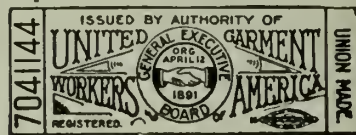
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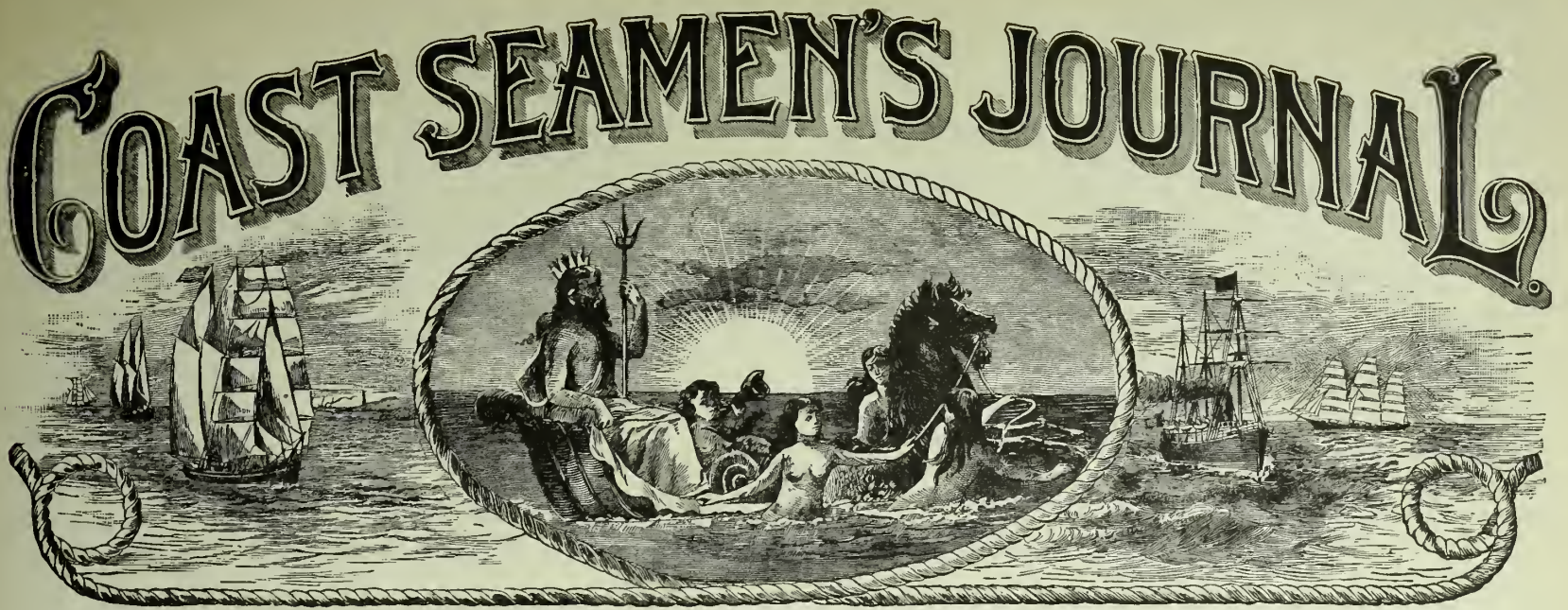
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VOL. XXI, No. 28.

SAN FRANCISCO, WEDNESDAY, APRIL 1, 1908.

Whole No. 1058.

ANALYSIS OF ELKINS BILL.

AMONG the numerous proposals for the "rehabilitation of the American merchant marine" recently submitted to Congress, one of the most interesting is the bill introduced by Senator Elkins, of West Virginia. This measure was introduced in the United States Senate on January 21, 1908, and is known as "S.4259." According to its title, the Elkins bill is designed to "regulate commerce with foreign nations, so as to equalize the footing of American vessels with foreign, to make preference for the use of American ships in our own trade, to extend the postal service by American steamships, and to promote commercial independence."

The bill is a lengthy one, containing twenty-five sections. The actual bearing of its provisions is very well set forth in an analysis made by a practical observer of maritime affairs, and submitted to the Journal. Our correspondent's views on the Elkins bill are herewith presented as follows:

This bill supplements and amends the existing laws, and does not affect existing regulations unless these are either expressly or by necessary implication incompatible with the present bill.

Section 1. The subject of additional tonnage dues will be discussed when considering Section 2. Since our vessels admittedly cost much more to build than foreign vessels do, I agree with Senator Elkins that something should be done (though, perhaps, not exactly what is recommended in Section 18 of this bill) to compel shipbuilders to reduce this cost, which is not due to higher wages here since every person who is familiar with laboring conditions must admit that while a day's wages are higher in America than in England, the work performed by an American laborer is correspondingly superior both in quantity and in quality to that of his English fellow-laborer, and that the American shipbuilder gets as much labor in return for the money paid his workmen as does the English shipbuilder. For similar reasons we are enabled to compete successfully with England and Germany in the manufacturing of railroad stock, of agricultural implements, etc. So long as the Steel Trust is permitted to sell steel cheaper abroad than at home, and to utilize its monopoly to exact exorbitant profits from sales to the domestic consumer of its commodities, so long will the American shipbuilding be a failure.

That especially the cost of navigating is lower on foreign vessels than on American ships is due to the fact that it costs more to maintain the same standard of living here than abroad. With Senator Elkins I ardently desire to give our merchant marine a chance for survival, but I wish to go a step further and give likewise to our captains, our officers, our seamen, a chance for survival. If we desire to see our shipping prosper, it is because we believe this to be conducive to the welfare of the nation as a whole, and to be particularly beneficial to the class of the people that earn their living in this industry, but we will not support measures which, in order to provide the American shipowner with more ships, pauperizes the whole seafaring class.

Section 2. There is nothing contained in this section that would work a detriment to the American seafaring class. It would, for the time being, affect the Norwegian fruit boats, the English and German Mediterranean lines, the Atlas line, Grace's line, the Standard Oil East India steamers and the English steamers trading to our Pacific Coast ports. But, by a change of flag, these vessels could avoid the law. The West India fruit boats could fly the English flag if trading to Jamaica, or the Nicaraguan flag if trading to Nicaragua; Grace's vessels the Chilean flag, the Mediterranean liners the Italian flag, etc.

The dues for which this section as well as sections 3 to 8 provide are prohibitive.

Take as an illustration, a British vessel of 3,000 gross tons trading between New York and the Mediterranean, making six round trips in a year. Under the present rules, she pays thirty cents per ton, or \$900 in tonnage dues during this period, as against \$22,500 until January 1, 1910; \$27,000 thence to January 1, 1912; and thenceforth \$31,500 under the Elkins bill. These figures by no means present an extreme case.

Since a cargo steamer of the above-named size can at the present freight rates be chartered for something in the neighborhood of \$50,000 a year, it will readily be seen, as already stated, that the dues provided for in the Elkins bill are absolutely prohibitive.

Section 9. Imposing a light tax upon foreign and not upon domestic vessels is unfair. There should also be a limitation upon the number of times that a ship may be compelled to pay this tax in any one year. As the bill stands, a 4,000-ton vessel making weekly round trips between New York and Bermuda would have to pay \$6,420 light dues in a year, which is hardly a reasonable amount.

Section 10. Provides for extra dues to be paid by the foreign shipowner who employs a crew of a different race from his own. Now, if Senator Elkins, or whosoever prompted him to introduce the bill or framed the bill for him, considers it right to penalize the English, German or Norwegian shipowner, who, in order to effect a saving, employs Lascars or Chinese, why does he permit our shipowners to do so to the detriment of our American seamen?

We are not concerned with the morals of the foreign shipowners, and do not desire to curb their greed while we tolerate the same conditions in our own country, where, as the result of the avarice of a few capitalists, our proudest vessels on the Pacific are manned by men whom public opinion embodied in statute law, has declared unworthy to step on American soil. While the exclusion of a number of Chinese, Lascars, and Negroes from service on foreign ships may benefit the American shipowner by rendering these men available for manning his vessels, which seems to be the principal aim of this provision, every patriotic American should oppose such a measure, and should not purposely surrender the Stars and Stripes on the high seas to be handled by yellow or brown hands. We wish to have American ships, but we also wish to have American seamen to man them.

Section 11, reduces the tonnage tax paid by mail-carrying vessels to a minimum by providing that these vessels shall pay such tax but once a year. This is a beautiful illustration of the pas-

sage from the Scripture that "to him who hath shall be given," since it all but exempts the powerful mail liners from payment of tonnage tax.

Section 12. The revenue derived from shipping under this Act, if ever enacted, would be considerable. The problem of law to dispose of this money in the best manner is solved by the framer of this bill with the same ingenuity that has already been demonstrated by the preceding sections. After providing for Marine Hospitals—a most humane provision that bears evidence of the thoroughness of the framer of the bill, who, while he deprives the American seaman of a place where he may graciously live, grants him a place where he may die—the balance shall be distributed to exporters and manufacturers of export goods. I need not mention that the maintenance of the Marine Hospitals would consume but a trifle of the revenues collected, and would leave a handsome residue to be distributed among the needy promoters and owners of factories.

This should be a material aid to them in making up their campaign contributions.

Section 14. I pass the provisions of the first four clauses without any comment, and call attention to clause 5, which imposes upon the shipowner the hardship of carrying in all cases at least FIVE American citizens on each vessel and in some cases even more. From providing that during the first year at least one-eighth of the crew shall be citizens, the scale ascends until at the end of the seventh year it reaches the climax of one-third. Mail-carrying vessels need, however, not comply with this law until the expiration of ten years. Furthermore, after July 1, 1910, naval vessels of the United States shall carry the mails, if for any reason, such as a strike for example, the merchant vessels can not or will not do so at a reasonable rate.

This clause is a direct blow at the American seafaring class. It permits the American ship to furnish a living to seven foreigners for each American after the first year, and to two foreigners for each American after the seventh year. The ground upon which the advocates of a subsidized merchant marine have placed their argument is, that we must have ships upon which to train and maintain an efficient crew, that may at any moment, when called upon to do so, defend our shores against a hostile fleet, but this bill deliberately provides for the training and maintenance of foreign seamen upon our own vessels. Clause 6, as a problem in naval architecture, is ridiculous since a merchant vessel cannot be converted into an armed ship of war with greater success than can a hearse be turned into a street car.

The provision of clause 7, that the compensation shall be reasonable and as low as possible is an attempt to regulate prices by statute law, the impossibility of which was established many centuries ago. While this clause is as harmless as it is useless, the same can not be said about clause 9, which gives to the officer of the Navy the privilege of serving in the merchant marine service while in the pay of the United States. The advisability of employing our naval officers in some useful occupation must be admitted. They should, however, not be permitted, while in the pay of the United States, to deprive a mer-

(Continued on Page 7.)

POSSIBILITIES OF INVENTION.

It takes something of a scientific imagination to think out the financial possibilities of inventions which are constantly coming to light. This flow of discoveries gives a recentness in our progress which soon makes new things old. Most of the great inventions that have taken hold of the modern world are so recent that people who have passed half the span of their natural life can remember the time when there was nothing of the kind. The word electricity suggests the fact that the first exhibition of the telephone was in 1876, at Philadelphia, where it was looked upon as more of a toy than as an indispensable adjunct of modern business.

But the field of electrical inquiry has pre-occupied popular attention to the neglect of what chemistry and physics are doing in other directions. Among these is the power of fertilizing the soil from the atmosphere, with unparalleled possibilities in its effect on values. Another consists in the production of artificial foods. The chemist, for instance, knows just what elements constitute a piece of bread, and straightway his problem is how to make a substitution for bread by composition of these elements at a price of possibly one-tenth that of the product of the bakery. The elements of a biscuit are water and carbon. The problem is to combine the two to make biscuits as cheap as water from the infinite stores of these constituents. But synthetic chemistry will yet invent a means of doing it.

These reflections make one think of the effect of such inventions and discoveries upon the future of the earth's population. If food were so cheapened as to cost one-tenth as much as at the present time, what effect would it have upon the increase in numbers? If, as part of one nation's policy, the premium were put on quality of population instead of quantity, would the balance of power be shifted against the more highly developed nations and in favor of the numerically larger ones, or would the tide of empire turn in the other direction? All these are speculations, on which the history of the past, as outlined by students of populations, has thrown some uncertain light.

But one thing is absolutely certain, that the progress of invention and discovery is day by day laying out fresh fields for the utilization of capital and at a faster rate than ever before in human history. The pioneering spirit of discovery is far in advance of the capacity of capital to take up the hundreds of inviting opportunities which are open for profitable enterprise.

It is this demand for capital for so-called frontier developments in the realm of industry that periodically puts so great a strain upon the credit of the whole productive system. Yet there seems to be no way of escaping it. These results will come so long as science is endowed for the purpose of material development. The only other alternative is to become stationary—and be gobbled up by some power armed with the inventive genius.

Nor will this purpose of promoting invention be weakened, even without endowment, so long as the standards of human living are capable of being raised and improved with the increase in available wealth. Enthusiasm for humanity has too much headway. Food supply is potentially unlimited, if sci-

ence is to be believed. Demand is unlimited, if the hopes of the idealists are entertained, who see in material progress the conditions of a superior betterment. Possibly from this latter point of view we may see visions and dream dreams, as Professor Francis G. Peabody would have us do, of a future in which invention and discovery may father and mother the race in its onward path without causing it to increase its numbers faster than they can guarantee its prosperity.—Wall-Street Journal.

SHIPPING A CREW IN LONDON.

This is Dockland, and this street you can call London's beach. (We natives know the combers break here, have seen the wreckage after disaster, and watch at night the salt tides come to threaten the foundations of our homes.) And here is the Mercantile Marine office of the Board of Trade. In one room a crew is signing-on. Behind the counter is the smart young official, keen to see that the ship's agreement is legally drawn up; and beside him is the skipper, elderly, with a severe weather-beaten face, and gray, wavy hair. He lifts his bushy eyebrows when looking through the glasses perched on his nose. On the other side of the counter is the proposed fo'castle crowd—thirty Chinese, gathered from the opium dens of Limehouse this morning, with a few whites among them to give assured substance to a cheap thing. The captain is quiet; but sometimes whispers a half-apologetic aside to the young official, who smiles cynically (for he knows the British shipowner better than most), and gathers in the crowd before him with his eye. He squares the documents on the counter, calls for the "first-hand" among the Chinese, and reads the agreement to a yellow sphinx. The Chinese makes no sign. "Now for chow," says the official, and details the provision allowance. But it appears the Chinese does understand. He will not agree to fresh bread only twice a week. "Evlee day," he says. The captain has to submit; if he did not these Chinese would leave the office in a body, and there is no time to find more men.

"Sailormen now," says the official. He is going to take the men in detail. "What your name?"

"Hongkong!"

"No—your name—what you called" Wang Fook?"

"Yers?"

"You plenty savee steer?"

A pen is placed on the counter; that is the ship; the Chinese indicates the nib as the stem, the end of the handle as the stern, and which side port and starboard. "Me plenty savee stleer."

"Where you come from, eh?"

The man looks round anxiously on his countrymen for light. Someone signals to him. "Allee same Lussian ship," he says, with a bright smile.

So that ship gets her crew. She flies the Union Jack, and there are British sailors—who want too much money, as much as £4 per month—on the pavement outside, waiting for berths. The Chinese file out. "Supposing you all could get through right enough," says someone in the hall to the skipper, genially, "then I hope she piles up to-night in the Channel." The helpless skipper smiles grimly, and locks his portfolio.—London Leader.

PENSIONS IN NEW ZEALAND.

The total number of persons in receipt of old age pensions in New Zealand on March 31, 1907, was 13,257, of whom 12,597 were Europeans and 660 Maoris. The European pensioners represented 32 per cent of the estimated European population eligible in respect of age and residence, as compared with 31 per cent in 1906, and with 42 per cent in 1901.

The Registrar's report states that the decrease between 1901 and 1906 is attributable to the new and more severe system of investigation inaugurated in 1902, while the increase in 1907 is due to the disappearance of the tendency to regard the pension scheme from a charitable aspect, and to the increase in the amount of the pension from £18 to £26, which had brought forth claimants who had previously declined to apply for a pension.

The number of new claims dealt with during the year was 2,804, of which 2,030 were granted, and 774 were rejected, abandoned, or rendered void by death.

In connection with the granting of new pensions, the department assists applicants in proving their eligibility in respect to age. In 672 cases of this kind dealt with during the year, the claimants were proved to be of the required age in 328 cases, and not of age in 229 cases, in 101 cases inquiries were, at the date of the report, being made outside the Colony, and in 14 cases no proofs were obtainable.

Eighty per cent of the pensioners are in receipt of the maximum pension of £26. The total cost of the pensions during the year ended March 31, 1907—the first complete fiscal year since the pension was increased to £26—was £314,184, equal to 6s. 10d. per head of the European population. The cost for the current year is estimated at £335,000.

AGREEMENT ON INSURANCE.

An agreement drawn up on August 27 last between representatives of the German Empire and the Netherlands on the subject of accident insurance has been ratified by the latter country by a law dated November 29. The agreement only concerns persons employed by firms which have their headquarters in one country and also carry on work in the other, and are engaged in occupations subject to insurance in both countries. Such persons are subject exclusively to the laws of the country in which they are working. Thus, in the case of a firm having its headquarters in Germany, and a branch works in Holland, the insurance of the workpeople in the Dutch branch will be effected in accordance with the Dutch law, and vice versa. In regard to transport undertakings, however, the traveling staffs of the undertaking are subject to the laws of the country in which the headquarters of the undertakings are situated. In the case, therefore, of a Dutch railway, the lines of which cross the German frontier, the traveling staff will be insured in accordance with the Dutch law, and vice versa.

"Petrel" and "petrol" both descend from "petra," a rock. "Petrol" comes directly enough, through "petroleum," rock oil, but "petrel" through St. Peter, after whom the bird was named, because it appeared to walk upon the waves.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

NEWS FOR THE SEAMEN.

The German National Society of Social Economy, under the direction of Professor Ernst Francke, of Berlin, recently undertook a study of conditions in the merchant marine service of the world. The results of this study were published in 1904, in a work entitled "Condition of Workingmen Employed in the Merchant Marine." The investigation covered the seamen in the merchant marine of Germany, Great Britain, France, Norway and the United States. The authority quoted upon the affairs of the latter country is E. T. Chamberlain, Commissioner of Navigation. The following brief excerpts from Mr. Chamberlain's article will indicate the character of that official's contribution to this important subject:

The stewards' personnel is composed almost exclusively of foreigners or foreign-born citizens; for, excepting the negroes, there has never been a class of native-born, efficient male servants in America.

The schooner fleet is at present the best school for the American seaman. Among the crews of these vessels, particularly in the coastwise trade, are many young Americans, gradually advancing to the ranks of officer or captain, and after gaining some experience in square-riggers they go over to the steamers.

The shipowners on the Atlantic Coast have no effective organization, and the wages paid to the different classes of seamen at different ports are not based on any agreements among themselves, but depend on the general condition of the labor market.

The Scandinavians and the Portuguese are almost exclusively employed as sailors; Germans, Austrians and Spaniards almost exclusively as firemen and coalpassers, a number of Germans are also employed as sailors on sailing vessels.

The development of a caste-feeling, hostile to owners, has made very little progress on American ships. Among the mixed crews on American vessels a feeling of intimate connection can not thrive, for only too often the men separate themselves according to nationality. So, for instance, the seamen coming from Northern Europe look down upon the men from Latin countries, while the Norwegians seem to look upon Germans, Danes and Swedes as less worthy seamen than themselves.

The firemen and coalpassers on American steamers are neither as numerous nor as well accustomed to each other in order to form an organized class of their own, similar to those on foreign vessels. The Seamen's Union, whose membership is found mostly among seamen on schooners engaged in the coastwise trade, has doubtless furthered the tendency toward class organization at the expense of the nautical spirit ("seemannischen Geist").

One of the aims of the Union is to extend to the condition of seaman's life the relations which have developed between employer and employe on shore. The Union, being essentially an organization of sailors, does not harmonize throughout with the efforts of the unorganized personnel of the

engineers and firemen. A distinct calling of firemen and coalpassers at sea has as such developed very slowly in the United States. Many who follow this vocation have left foreign steamers for a while or forever, and others come from the class of the temporarily unemployed on shore. In other respects, the Seamen's Union confines its membership, as far as possible, to experienced seamen.

The esprit de corps in the American merchant marine is far inferior to-day than at the time when the sailing ship trade was in a flourishing state. This condition is not caused through labor unions, but through the steady decline of the American merchant marine, both regarding the number of ships and the composition of the crews.

American steamers running to Asia ship Chinese crews at Hongkong for the round trip to San Francisco or Puget Sound. Chinese are shipped because American seamen are scarce in American ports, also because the Chinese are more sober and more obedient and at the same time less inclined to desert, also because they can, in warm climates, bear the heat in the fireroom better than Caucasians, and finally because they work for lower wages.

During the past fifteen years several attempts have been made to organize the firemen on American seagoing steamers into a union; but these attempts were never continued for any length of time. A union of firemen, recently organized and in close affiliation with the Seamen's Union, has about 2,500 members which are employed mainly on steamers sailing the ocean bays, the seas and rivers.

The cooks and stewards employed on American steamers have recently organized in a small union. The difficulties, which everywhere confront the organizing of seamen into labor unions, are increased in America through the following local conditions:

1. The complex composition of the crews of American ships. The complement of these ships consists of persons from all countries, so that national and racial differences are opposing an assimilation of the working people such as is carried through in Europe.
2. The great extent of the sea coast and the Lakes shore in the United States, and the comparatively small number of American ships, which are regularly together in one port. The number of American seamen who have a steady residence in any one port is usually so small that the branches of the American Seamen's Union are necessarily unimportant and their means for an organization are relatively small. In contrast to Hamburg, Bremen, Liverpool, Marseilles and other European ports, the large seaports of the United States—New York, Boston, Philadelphia, Galveston and New Orleans—are not centers of a large native-born seafaring population. In this regard, San Francisco alone may be compared with European seaports.

The Seamen's Union is distinguished among American labor organizations owing to the fact that during the ten years of its existence it was dominated by the same man, Mr. Andrew Furuseth, Secretary of

the Pacific Coast district. Furuseth is a plain seaman, Norwegian by birth, who became a citizen at San Francisco twenty years ago, and has since that time devoted himself to the organization of seamen in the United States. The Union, by itself, is not large and the membership (given elsewhere as 11,800) may be taken as the maximum. The influence of the Union upon shipping legislation and shipping affairs of the country in general is almost exclusively due to the personal standing of Mr. Furuseth at Washington and San Francisco.

BRITISH NAVAL BASE.

The impression appears to be gaining ground that the Admiralty will be forced by circumstances to consider the establishment of a naval base on this coast of Canada. The following extract is from the London Globe:

"The approaching completion of the Panama canal and the tremendous naval changes which are taking place in the Pacific render it imperative that we should recast our strategical disposition, both in regard to the distribution of the fleet and the establishment of naval bases. Although it may be undesirable to carry out any sensational addition to the strength of our fleet in the Pacific, it must be obvious to every student of naval affairs that we should have a permanent squadron reconstituted on the American seaboard of that ocean under command of a flag officer."

This is a statement of very considerable importance. We fancy that it may be taken as indicative of the opinion held in certain high naval circles, but even if it may not be, it is unquestionably of great interest as disclosing an appreciation in influential quarters of a movement recognized for some time by the people of British Columbia. The growing importance from a maritime point of view of the North Pacific ocean is evident enough, and it would also seem to be evident that the power, which is and expects to remain the mistress of the seas, cannot abstain from participating in naval development here. It will be observed that the Globe specifically speaks of "a permanent squadron reconstituted on the American seaboard" of the Pacific, and although it does not favor any sensational addition to the fleet in these waters, it would follow as a matter of course that a reconstituted permanent squadron would be something very different from that we have had here in the past. It would mean larger and better ships, larger and better appliances of all kinds, and improved fortifications. We again suggest that the Government of Canada would only be contributing a proper share to the establishment of such a base by authorizing the construction at once, as a public work, of a dry dock equal to the possible requirements of such a squadron.—Victoria (B. C.) Colonist.

The official report shows that up to December 31, 1907, the number of persons being given relief on account of famine in all India was 81,378. But this is only a fraction of the actual number needing aid and who will doubtless receive it later.

Domestic and Naval.

The new Italian line will inaugurate a direct service connecting Philadelphia, Pa., Genoa and Naples, with the sailing from the first-named port of the steamship Ancona on April 20.

The six-masted schooner Edward J. Lawrence will be launched this month at Bath, Me., for J. S. Winslow & Co., of Portland. She will be the largest wooden vessel and schooner afloat.

The J. B. Blades Lumber Company will inaugurate a direct steamship line between Philadelphia, Pa., and Newbern, N. C., as soon as a suitable terminal can be obtained at the former port.

The United States steel derelict destroyer Seneca was launched at the Newport News Shipbuilding and Drydock Company's yards on March 18. The Seneca is the first craft of her type ever constructed.

An effort will be made at this session to have Congress enact a bill recommended by Secretary of the Navy Metcalf authorizing the acceptance and care of gifts presented to naval vessels.

The new scout cruiser Birmingham arrived at Boston, Mass., on March 15, having completed her trial trips and exceeded the Government requirement in her official tests. Her record was 22.228 knots per hour.

The United States cruiser Chicago, which is on the way from the Pacific to the Atlantic, arrived at Pernambuco on March 20, having in tow the disabled Austrian steamer Robina, bound from Hull for Buenos Ayres.

The barkentine Nimrod, which has arrived at Christchurch, New Zealand, brought news of trouble in the Shackelton Antarctic expedition, during which Captain England knocked down Lieutenant Shackelton. The captain resigned.

Frederick W. Foster, machinist and gunner on the Confederate cruiser Alabama during the Civil War, and one of the forty men who escaped when that vessel was sunk by the United States cruiser Kearsarge, died at Atchison, Kas., on March 14.

The North German Lloyd Steamship Company on March 18 declared an annual dividend of 4½ per cent, as against 8½ last year. The annual report shows gross earnings of \$8,175,250, as against \$9,829,500 for last year. Only \$461,500 is carried for reserve, as against \$1,239,250.

The Mail Subvention bill was passed by the Senate on March 20. It pays to sixteen-knot vessels plying between this country and South America, the Philippines, Japan, China and Australasia \$4 per mile, the amount awarded by the Act of 1891 to vessels of twenty knots only.

Captain Falconer, of the British steamship Parkwood, from Bermuda, reported recently passing derelict schooner William H. Skinner with foremast and bowsprit standing. Main and mizzenmasts were gone. The derelict was passed in latitude 35.40 degrees north, longitude 71.05 degrees west.

Representative Lovering, of Massachusetts, is the author of a bill passed by the House of Representatives on March 17, giving to the widow, child or dependent mother of any member of the Life Saving service dying of injuries or disease sustained in the course of duty, full pay of such lifesaver for a period of two years. The bill also increases the pay of the men and allows them one ration or 30 cents daily.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union. is inquired for by his mother, Mrs Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue.

George Bourgeois is inquired for by Ed. M. Bourgeois who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

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Pacific Coast Marine.

Captain Alfred E. Welfare, 70 years old, and who had lived with his family at Port Madison, Wash., for thirty-five years, is dead, following an illness of three months of paralysis. He leaves a widow, three sons and two daughters.

Jose Maria Lame de Espinosa has been accredited by the State Department as the Consul for Spain at San Francisco, according to a communication received by Collector Stratton from the Treasury Department on March 27.

Supervising Inspector-General Uhler has ordered the restoration of the license of Captain Magnum Hansen, of the steam-schooner San Pedro, which was suspended seven months ago as a result of the collision between the San Pedro and the Columbia.

With her water tanks leaking and short of provisions, the barkentine John Smith put into San Francisco to take on provisions for the crew and to have repairs made. The John Smith left Guaymas for Gray's Harbor on January 28, and met with light head winds coming up the Coast.

The American tug Marion or Ketchikan has been purchased by J. H. Greer and associates of Victoria, B. C., and will be brought to that port and placed under the British flag. She will be used in general harbor work with the Greer fleet, which includes the Albin, Stetson, Queen and J. E. Goyden.

The ship William P. Fryc, which left San Francisco on November 2, with a general cargo for New York, passed the Highland light on March 24. The William P. Fryc has on board an unusually large consignment of California wine for New York, and has occupied 143 days on the voyage.

Representative Kahn was informed on March 26 by Chairman Tawney of the House Appropriation Committee that it had just been decided in conference to keep in the legislative appropriation bill the item for hydraulic charts of the North Pacific Ocean, which are of great value to maritime interests.

A telegram received by Captain Balcom, of Victoria, B. C., from Montevideo states that the sealing schooner Edith R. Balcom has been totally wrecked, nothing of the vessel or sealskins being recovered. The schooner was partially insured. She was valued at \$12,000. There was no insurance on the skins.

A drydock, to be completed by next fall, having a lifting capacity of 8,500 tons, is to be constructed by the Oregon Drydock Company, at Portland, Or. The new dock will be placed near the plant of the Willamette Iron and Steel Works, on the west bank of the river, between Seventeenth and Nineteenth streets.

Following is the reinsurance list, as posted at San Francisco on March 27: Ship Falkland-bank, 140 days from Port Talbot to Valparaiso, 30 per cent. American ship Lucille, 102 days from Newcastle, Australia, for San Francisco, 15 per cent. Schooner Rosamond, 49 days from Gray's Harbor, for Callao, 30 per cent.

With a crew looking wan and hungry and the first officer confined to his cabin owing to a quarrel with the master, the bark Isaac Reed, which has been for some time on the overdue list, arrived at San Francisco on March 27, 100 days from Newcastle, Australia. The vessel met with rough weather and twice ran out of provisions.

The Moran Company, of Seattle, Wash., recently launched the hull of a new fire and tug-boat for the Southern Pacific Company to be used in San Francisco Bay. The engines will develop 800 horse-power and the boat will be capable of throwing four streams of water at the rate of 3,000 feet a minute. Ajax is the name of the boat.

The whole of the Standard Oil Company's fleet is shortly to be equipped with wireless. The barge 91, which arrived at San Francisco on March 23 from Port San Luis in tow of the tug Sea Rover, has already had a wireless installation fixed by the United Wireless Company and other of the company's vessels will be equipped as opportunity presents itself.

The Canadian Marine Department has given a license to Captain G. A. Huff, of Alberni, and some Victorians for a whaling station at Rose Harbor, Graham Island, and a company is being formed to secure a whaling steamer and begin operations at the Queen Charlotte Island station. The exclusive right to catch whales within 100 miles of the station is given.

Declared by a special board of survey to be a total loss, the steamship Saratoga, wrecked on Busby Island, in Prince William Sound, was on March 26 formally turned over by the Alaska Steamship Company, her owners, to the ship's underwriters, which include Lloyds and the San Francisco underwriters, who have not as yet decided whether they will attempt to save the vessel.

The overdue American ship James Drummond arrived at San Francisco on March 27, 105 days from Newcastle, Australia, with 1,970 tons of coal consigned to Hind, Rolph & Co. Captain Harris reports having met with light head winds during the whole voyage from Newcastle. The James Drummond has figured for some time on

the overdue list, having been quoted for reinsurance at 20 per cent.

The ship Charles E. Moody, Captain Rasmussen, which arrived at San Francisco on March 26, 88 days from Newcastle, Australia, met with a fearful storm on January 19, in latitude 52 south and longitude 178 east. The Charles E. Moody left Sydney on December 27, and after the storm of January 19 met with light head winds which delayed her passage to port. She was put on the overdue list at Lloyd's a few days previously and quoted for reinsurance at 10 per cent. She brought 2,418 tons of coal consigned to G. W. McNear.

In the libel of the Hilbert Mercantile Company against the French ship Duchess Du Barry, United States District Judge De Haven handed down a decision at San Francisco on March 21 finding that one of the cases of gin consigned to the libellant had been broached and several bottles of the liquor drunk by the sailors. For these he held the master was liable. He found that a quantity of glazed paper had been improperly stowed by placing it on 600 tons of wet sand ballast in the ship's hold and for the damage arising to the paper he decided the ship's owners were responsible.

Chinese residents at Pacific Coast ports are subscribing to a Chinese national steamship company, which proposes to enter into the trans-Pacific carrying trade with a line to San Francisco or Seattle. The Two Kwangs Chinese Steamship Company has been formed as a patriotic concern, first to place a line of coasting steamers in service, then a trans-Pacific line, similar to the service of the large Japanese steamship companies. The Chinese guilds of South China are organizing the company, and agents are being appointed wherever Chinese are found in considerable numbers, to sell stock for the company.

In the libel case of W. J. Rogers, owner of the schooner Scotia, against the British steamer Cape Corso, United States District Judge De Haven handed down a decision at San Francisco on March 24 in favor of the Scotia and referring the matter to United States Commissioner Brown to take testimony to ascertain the amount of damage sustained by the Scotia. The vessels came in collision September 20 last in San Francisco Bay, when the Cape Corso was trying to make a dock where the Scotia was already moored. The court held that the fault lay with the Corso, and that she was responsible for the damage done and for costs of the suit.

Two admiralty suits were filed in the United States District Court at San Francisco on March 27 against the San Francisco and Portland Steamship Company as owners of the steamship Columbia, growing out of her collision with the San Pedro on July 20, 1907. One was brought by Herman Heynemann, to recover \$7,137, the alleged value of a certain consignment of cigars, tobacco, cigarettes and smokers' articles from San Francisco to Portland. The other was brought to recover the aggregate amount of \$7,664.51, by shippers who allege the following losses: Port Costa Milling Company, \$6,393.75; Louis Taussig & Co., \$1,012.78; W. J. Sloane & Co., \$357.98. All shipped on the Columbia and all claim interest from the date of the collision, together with costs.

United States District Judge De Haven rendered a decision at San Francisco on March 23 in the admiralty suit of Bloom Brothers against the steamer Acapulco, which has material bearing on the several libels filed against the Acapulco by shippers who had freight on board when she sank at her wharf in San Francisco on account of careless stowage of coal before starting on her southern voyage. He holds that while under the Harter Act the libellants may not recover as that law provides that it is not effective where a ship has begun her voyage in a seaworthy condition and properly manned, the fact that the voyage had not been begun places it under another statute and the Pacific Mail Company becomes liable for the foundering of the ship and consequent damage.

Clothing, Furnishing Goods and Hats are sold at cost for two weeks only at the old store of Wallenstein & Frost, corner Van Ness and Golden Gate avenues. The firm will move down town to 824 Market street, near Stockton, on April 16.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) sub-aqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
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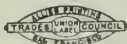
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WEDNESDAY, APRIL 1, 1908.

ADDRESS TO LABOR.

The proceedings of the conference recently held in Washington, D. C., at the instance of the American Federation of Labor, to discuss the situation created by the recent decisions of the United States Supreme Court, have not yet come to hand in official form. Pending receipt of a communication from the American Federation of Labor, we reprint the following press dispatch, purporting to give the gist of an address issued by the Federation:

Washington, March 21.—“While the Supreme Court or other institutions may be able to temporarily retard and embarrass the growth and action of our movement, we boldly assert that no power on earth can destroy, successfully outlaw or disrupt the trade-union movement.” This was the keynote to an address which was delivered to-night to organized labor and farmers' associations by the labor workers who have been in session in this city for the past four days. The meeting was called by President Gompers of the American Federation of Labor.

The statement is made that it was the unanimous feeling of the conference that some steps should be taken to impress upon Congress the necessity for prompt action toward amending the Sherman Anti-Trust law, so it shall not be applicable to “organizations or associations not for profit and without capital stock; nor to members of such organizations; nor to any arrangements, agreements or combinations among persons engaged in agriculture or horticulture, made with a view of enhancing the price of their own agricultural or horticultural products.”

The conference pledged itself to use its influence toward securing the enactment of a bill to regulate and limit the issuance of injunctions, and also of a new Employers' Liability bill.

The address continuing says that it is the belief that Congress appreciates the gravity of the situation, and it is declared that “labor is in no mood to be trifled with.” Every legitimate pressure, it is stated, must be brought to bear upon Congress “in the effort to secure the passage of our amendment to the Sherman law.”

It is declared that a resolution or resolutions should be adopted urging Congress to amend the Sherman law “and warning Congress that it will be held responsible for failure to enact such legislation,” and it is stated, “upon the record of this Congress will be based the workers' decision as to a candidate's future desirability as a member of Congress.”

After stating it to be the duty of laboring men to question candidates for Congress as to their attitude toward labor legislation, the address calls upon the labor workers “to stand faithfully by our friends; oppose and defeat our enemies whether legislative, executive or judicial.”

“Hold mass meetings,” says the address, “in every city and town in the United States on the evening of the third Sunday or Monday in April, the 19th or 20th, and at that meeting voice fully and unmistakably labor's protest against the Supreme Court decision which strips labor of the rights and liberties which we had supposed were guaranteed by the Constitution.”

“Each candidate,” continues the address, “should

be questioned and pledged as to his attitude upon all subjects of importance to the toilers, whether in factory, farm, field, shop or mine.”

Continuing, the address says: “We call upon the Executive Council and upon all labor to use every possible legitimate effort to secure for the workers their inalienable liberties and their proper recognition as a vital portion of the fabric of our civilization.”

The JOURNAL hopes to publish next week the full text of the address, and in the meantime submits the foregoing to the attention of its readers, as worthy their most careful consideration. Arrangements should be made for holding meetings, as suggested in the dispatch, in order that the voice of labor, and of the public, throughout the country may be heard at the seat of government.

THE MASTER'S RESPONSIBILITY.

Referring to the recent loss of the steamer Pomona, by stranding off Fort Ross, Cal., the San Francisco Chronicle publishes another of those editorials which have made that paper famous by reason of the odor of salt-water and lamp-oil which characterizes them. In the effort to place the responsibility for the loss of the Pomona, the Chronicle assumes, for the sake of argument, that the master acted under instructions in hugging the land. Then the Chronicle asks: “Should the owners who gave the instruction, the captain who obeyed it, or both, be held responsible for loss of life?” The Chronicle answers its own question, as follows:

There can be but one answer. They shall all be held alike responsible and each punished according to the degree of guilt. Seafaring men will, of course, have sympathy with their comrade and declare that he should be held blameless because he had to obey instructions or lose his job. That excuse can not be accepted for one moment. The risk of losing one's job in such a case is one which all masters of vessels must take. And as a rule there will not be much risk. The captain who is discharged for refusing to expose his passengers to unnecessary danger would have the owners at his mercy. The master of a ship is not merely the servant of the owners. He is endowed by the laws with great responsibility and with correspondingly great power. It is to the master that the law and the traveling public look for safe and skillful navigation in properly found and equipped ships. No man unwilling to accept that responsibility should take command of a ship. Whoever else may escape punishment for preventable sea disasters the master must be sternly held responsible.

But nobody else should escape responsibility. For the proper equipment of a ship its owners are equally responsible with the master. It is their business to know that all that may be required is on board, and it is his business to know. If owners permit a ship to go to sea without its lawful equipment they should receive the extreme penalty of the law, whether disaster follows or not. * * *

And the master who takes the ship to sea in such condition or follows improper instructions should have the same treatment. He has no right to deliberately risk the lives of those on the ship in order to save his own job. The master of a ship knows better than any one else whether the ship is properly found, and he can refuse to take her out if she is not properly found. And he can never be relieved from that responsibility. The captain of the Slocum was properly convicted. The shame of it is that no one of the owners or the inspectors who passed the ship and permitted her to sail was ever even placed on trial. They are murderers just the same.

There can be no objection to the proposal that all parties responsible for a shipwreck shall be “punished according to the degree of guilt.” But the proposal that the shipmaster shall be held equally responsible with the shipowner upon the simple ground of obedience to the latter's orders will not be approved by anyone having a practical knowledge of the circumstances. “Obey orders, if you break owners” is one of the oldest of maritime maxims. The Chronicle may not be willing to accept the shipmaster's excuse, that he must obey orders or lose his job, but those who understand the shipmaster's position recognize in that excuse a more or less valid reason for assuming risks. To say that as a rule there will not be much

risk in the case of a shipmaster who leaves a vessel rather than obey instructions involving danger to those on board, because in such event the master “would have the owners at his mercy,” is to indicate a lack of information on the subject. Evidently the Chronicle assumes that the shipmaster is vested with authority to pass upon the equipment of the vessel. The fact is that the shipmaster has nothing to say on the point. Authority in this matter is vested in the inspectors. The shipmaster who should leave his vessel upon the ground, either that his instructions could not be obeyed without unnecessary danger, or that the vessel was not properly found, would most likely lose not only his job, but also his license. In fine, the Chronicle's suggestion amounts to a reversal of the time-honored rule that the master shall be the last man to leave the ship, and would place upon that individual the responsibility of being first to act upon the suspicion of danger. The shipmaster who should act upon that suggestion, instead of having the “owners at his mercy,” would be certain to find himself the object of a good deal of uncomplimentary comment upon his personal character, as a man devoid of common sense, not to say ordinary courage.

It is well enough to characterize the owners and inspectors of the Slocum as “murderers just the same,” but so long as punishment goes no further than that in the case of these individuals, the imprisonment of a comparatively slight offender like Captain Van Schaick will be open to the charge of discrimination. Criticism on this point lies not so much against the punishment of a minor offender as against the tendency thus established, namely, to create a feeling of security on the part of the greater offenders, due to the allaying of public indignation. The Chronicle and other papers which take an interest in maritime affairs would render a real service in the cause of safety at sea by concentrating their energies upon the prime sources of responsibility—that is, upon the law governing the manning, equipment and inspection of vessels—instead of imposing upon the shipmaster obligations which are in conflict with the law of his profession, to say nothing of the law of human nature.

The JOURNAL is in receipt of the “California Blue Book” for 1907, issued by Secretary of State Charles F. Curry. The present issue of the “Blue Book” is a great advance upon its predecessors, and constitutes not merely a list of officials, but a political history of the State from the earliest days. The work contains 846 pages, including over one hundred maps and illustrations, and is printed and bound in a manner highly creditable to the State Printing Office. Not only those interested on business and political grounds, but those who desire to make a study of the State's institutions, will find the “Blue Book” a source of comprehensive and authoritative information upon every phase of that subject. Secretary of State Curry is to be commended for the enterprise and industry displayed in the preparation of the latest roster of the State's official staff.

Our seafaring readers are urgently requested to demand the label of the Garment Workers when buying overalls, oilskins, shirts, ready-made suits, etc. By so doing you are helping the white girls to maintain decent conditions of employment despite the competition with Chinese and sweat-shop workers.

For fair products of all kinds, consult the JOURNAL's ad columns.

A POSITION CONFIRMED.

Andrew Furuseth, one of the foremost trade-unionist authorities in America, has just receded from a life-long position that trade-unions should keep out of politics. He now says he is convinced that unless union men vote as they organize and take the liveliest interest in politics, they will soon find themselves deprived of every vestige of their rights as citizens of a free country to organize and work for their mutual protection. Furuseth is a member of the Sailors' Union and a walking encyclopedia of information on the labor movement of the world.—Portland (Or.) Labor Press.

The foregoing is an example of what may be expected from numerous sources during the coming months. In recommending active participation in politics by trade-unionists, Comrade Furuseth has not "receded from a life-long position," but, on the contrary, has confirmed the position heretofore, and upon all occasions, assumed by him. In this respect Comrade Furuseth occupies the same position as most other men of experience in the labor movement.

Certain labor papers seem to have great difficulty in noting the distinction between political action by the unions and political action by the members thereof. Action of the former kind would convert the unions into so many political clubs, if it did not destroy them altogether. Action of the latter kind would accomplish all that is desired, without endangering the unions. It may be taken for granted that there will be no recession from this position on the part of any recognized authority in the labor movement. Grave as is the situation confronting the labor movement, pressing as is the need of action which shall secure the election of a Congress pledged to safeguard the public liberties, there is no need of a reversal of the time-tried policy of the labor movement. On the contrary, the need of adhering to that policy is more imperative now than at any time in the past. In a fight for the preservation of the labor movement, it would be sheer madness to risk the life of that movement upon a single cast of the die.

A smoker was given by California Harbor, No. 15, American Association of Masters, Mates and Pilots, at San Francisco, on the evening of March 28. Members of Harbor No. 40 and representatives of the Engineers, Sailors, Firemen and Cooks and Stewards were present by invitation. Among those on the list of speakers were G. H. Wellington, Second Vice-President of the American Association of Masters, Mates and Pilots; J. J. Seary, of the Marine Engineers, W. Westcot, Paul Scharrenberg, Andrew Furuseth, Walter Macarthur, Patrick Flynn and Eugene Steidle. Brief addresses were also made by Messrs. Liddy, Kennedy and other members of the Association. The keynote of the addresses was the mutuality of interest among the various branches of the maritime craft. A toast was drunk, with three cheers, to the "Brotherhood of the Sea." In every respect the affair was enjoyable and profitable, and did much to encourage the spirit of mutual confidence and interdependence between all hands. The gathering was presided over by Charles Taucer and conducted by a committee composed of Messrs. Taucer, Bodge, White-man, O'Brien and Kennedy. Congratulations are due the Harbor upon the spirit of good will manifested by it toward the "other men in the boat." May we meet again in the near future!

Demand the union label on all products.

ANALYSIS OF ELKINS BILL.

(Continued from Page 1.)

chant mariner of his living. The matter of carrying cadets should not be compulsory, but should be left to its natural course. If the inducements held out by the shipowner warrant it, a sufficient number of cadets can be had at any time.

Clause 11, giving to the Government the right to use merchant ships against paying a fair value to the owner, is, perhaps, the best feature in this section.

The penalty provided for by the last clause of this section amounts virtually to a prohibition.

Section 15. Fixing premiums of insurance by statute law is an innovation. To compel an underwriter to insure a vessel or cargo without exercise of his judgment, and even against his wishes, is unjust in the extreme; it can have but one effect, viz., to increase the premiums charged under the present conditions.

Section 16. Extending the coastwise laws to all Government tenders, colonies, and to the Canal Zone should be heartily approved by every patriotic American.

Section 17. The enactment of any law governing the relations of this country with any nation, with which we may happen to be at war, could suitably be deferred until the exigency arises.

Section 18. While the duties provided for in this section are considerable, there can be little doubt that the first six months following the enactment of this bill would see a number of vessels transferred to the United States. Note the anomaly in that the duties are decreasing with the age of the vessel until the fifth year, after which she can no longer be transferred to the flag of the United States, at least not by regular purchase.

Sections 19 to 21. The attempt offered in these sections to break up the existing system of shipping rebates is praiseworthy, although the measures are perhaps too drastic. This system is of English origin, and as an illustration of how it operates I cite the South African shipping agreement, where goods are received from the shipper at a certain rate, of which 10 per cent will be returned to him at the end of the year, provided he does not during such time ship goods on any competing line of steamers.

The legality of this procedure has been tested both here and in England and has been sanctioned by the courts, the American courts holding that such an agreement is not a violation of any anti-trust or anti-rebate law.

Section 22, adds to the existing laws the last sentence of the section.

Section 23. The reduction granted to vessels carrying a crew, of which a certain fraction are citizens, should be sufficient to induce shipowners to have three-fourths of the crew citizens in most ordinary cases. But this would hardly be so in case of mail steamers, and particularly not in the case of the Pacific Mail liners.

Being a mail carrier, and as such only subject to the tonnage tax once a year, such a vessel as the Pacific Mail steamship China would willingly pay her tonnage dues of about \$500 a year for the privilege of retaining her cheap and docile Chinese crew, as would the Mongolia pay \$1,800, the Minnesota \$2,100 a year for the same privilege. There are, besides, no safeguards that the officers would be citizens, since one-fourth of the crew may be foreigners.

Section 24 is, perhaps, the most objectionable feature of the whole bill. It provides for the making of American citizens "while you wait."

It would open the gate to innumerable fraudulent naturalizations, which would be exceedingly difficult to detect. And even in the cases where there is an actual compliance with the law, it is objectionable, since the period of one year is much too short to render any foreigner, no matter from what country he may come, an American devoted to our institutions and in sympathy with our ideas. Such a man could not be relied upon in case of a naval war, and would not feel it his duty to defend unto death a country which he had hardly seen. The provision that the person so naturalized shall name the vessel in which he intends to sail would be of no force, since no legal remedy could prevent him from changing his mind when naturalized.

Section 25. Provides how this Act shall come in force and operate in conjunction with or superseding existing treaties.

Senator Elkins represents the State of West Virginia, and does not count any seafaring men among his constituents. But this should not preclude the people he represents from loading him with well-deserved reproach for the introduction of this bill, the purpose of which is to give us more ships, to reduce the standard of our seafaring class to a low-water level never reached before, and to open the gate for the admission to citizenship of a number of most undesirable individuals, of which perhaps none would be sailors, since, as a well-known fact, one year's sea service does not constitute one a seaman.

The bill except for a few commendable features deserves universal condemnation.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Mar. 17, 1908.
Situation unchanged; prospects good.

H. P. GRIFFIN, Secretary.

42 South St.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Mar. 30, 1908.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping dull, also that the differences between the Marine Engineers and the Steam-schooner Managers had been adjusted. The Shipwreck Benefit was ordered paid to members wrecked in the steamer Pomona. A. E. Simmonds was elected agent for the new branch at Vancouver, B. C. The Quarterly Finance Committee was elected.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, March 23, 1908.
Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, March 23, 1908.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 22, 1908.
Shipping poor; prospects better.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 23, 1908.
Shipping very good during week.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, Mar. 23, 1908.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 22, 1908.
No meeting; no quorum; shipping fair; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 23, 1908.
Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Mar. 15, 1908.
Situation quiet.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 26, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping improving and controversy between engineers and steam schooner managers settled.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, Mar. 19, 1908.
Shipping improving.

LEONARD NORKGAUER, Agent.

San Pedro Agency, March 19, 1908.
Shipping and prospects poor.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 23, 1908.
Situation unchanged. Officers were elected for the ensuing year.

ALEX. McKECHNIE, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 24, 1908.
Shipping dull; prospects better.

JOHN THORMER, Secretary pro tem.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Mar. 18, 1908.
Shipping dull.

DANIEL SULLIVAN, Secretary.

DIED.

The following members are reported drowned or frozen to death in the wreck of the schooner John F. Miller, in Unimak Pass, Alaska, on Jan. 8, 1908:

Carl A. Flinck, No. 394, a native of Finland, aged 36.

Charles Stolpe, No. 2010, a native of Finland, aged 24.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

INSPECTION ON THE LAKES.

Fifty thousand life-preservers will have been inspected and officially stamped by the local steamboat inspectors before the season of navigation opens. About 35,000 already have been examined.

Compared with conditions fifty years ago, the present situation shows a great change in the volume of work and the method of performing it, the Detroit Free Press says.

It was in August, 1852, that the United States Board of Supervising Inspectors was created and the board met for organization in November, 1853.

Figures showing the extent of the work done in the Lakes district in 1854 may prove of interest. Inspections at all of the ports did not aggregate much more than 100, while the latest report of Supervising Inspector C. H. Westcott shows that last year Detroit Inspectors alone issued certificates to 128 vessels. In the district a total of 981 certificates was issued for vessels of a tonnage of 811,677 tons. Inspections of boilers numbered 1,341.

In 1854, pilots to the number of 261 were licensed at seven ports reporting. In 1908 licenses were issued to 4,091 officers. Of these 823 were original, and 3,268 were renewals.

At the port of Detroit, last year, 128 certificates were granted to vessels of a total tonnage of 161,220. Twelve new ships were among the number from the Detroit district in 1908. In 1854 the Detroit inspectors examined thirty-two boats, and licensed fifty-three pilots.

Loss of life on the Lakes seems to have been greater in the '50s than at present. The records show that 395 persons perished in 1850, 79 in 1851, 296 in 1852, and 81 in 1853. Last year sixty-five lives were lost, only one of these being a passenger. The totals for 1850 and 1852 were swelled by the loss of the Griffith Wayne by fire, and the Atlantic and the Troy by explosion.

Loss of life on the Lakes through the causes just enumerated is practically eliminated now by the character of the rules in force, and the care and co-operation exercised by the steamboat owners themselves.

WILL CONVERT SCHOONER.

The Great Lakes Towing Company will convert the schooner Wayne into a lighter between now and the opening of navigation. She will be equipped with a traveling derrick and grab bucket and will be located at Chicago. The work of transforming will be done by the Great Lakes Towing Company in Cleveland. The Wayne was swept onto the beach near Hancock two years ago, and she remained there until last season, when the new wrecking tug Favorite, owned by the Great Lakes Towing Company went up there and pulled her off. The schooner had long since been abandoned, so that she became the property of the company when pulled off.

Repairs are being made on the steamer Gettysburg. The work includes the boilers and the woodwork.

MITCHELL'S APPOINTMENTS.

Captain John Mitchell recently announced the appointments of masters and engineers for his steamers for the season of 1908. They are as follows:

Steamer Hugh Kennedy—Captain Charles P. Galton; engineer, William J. Fritz.

Steamer Joe S. Morrow—Captain, William Ferguson; engineer, Peter Lavelly.

Steamer Loftus Cuddy—Captain, H. A. Stewart; engineer, John D. Riley.

Steamer Joseph Sellwood—Captain, R. C. Jackson; engineer, Charles J. Love.

Steamer Pendennis White—Captain, Fred Furtaw; engineer, Frank B. Parker.

Steamer S. M. Clement—Captain, H. H. Townsend; engineer, William F. Sauber.

Steamer Moses Taylor—Captain, Fred D. Galton; engineer, Frank J. Hiller.

Steamer F. H. Goodyear—Captain, F. R. Hemenger; engineer, Irvin A. Francombe.

Steamer James Gayley—Captain M. M. Stewart; engineer, John Maedel.

Steamer William H. Gratwick—Captain, John D. Baird; engineer, William Zuehlke.

Steamer Walter Scranton—Captain, R. Z. Utley; engineer, Henry Graves.

Steamer J. J. Albright—Captain, J. W. Autterson; engineer, Otto Guy.

Steamer William E. Reis—Captain, W. J. Tomlin; engineer, L. C. Minnie.

Steamer E. A. S. Clarke—Captain, James B. Lowe; engineer, John Wellhousen.

Steamer M. A. Hanna—Captain, Richard O'Connor; engineer, John Ward.

Steamer H. S. Holden—Captain, G. E. Anderson; engineer, John Scott.

Steamer J. J. McWilliams—Captain Martin Walle; engineer, John Gibson.

Steamer Lagonda—Captain, Ed Johnston; engineer, William L. Leng.

Steamer Major—Captain, Walter Rouvel; engineer, John Hughes.

Steamer R. L. Fryer—Captain George J. Bennett; engineer, Albert Jacobi.

STEAMER FLORA ORDERED SOLD.

With sixty-eight separate and distinct libels plastered on her, the old sidewheel passenger steamer Flora, has been ordered sold at United States marshal's sale, April 1. The libels aggregate \$10,000 and there are unfilled claims of \$2,000 more.

Saginaw men who desire to buy the steamer have placed an amount equal to 70 per cent of the claims in the hands of an attorney, but a few of the creditors are holding out for the face value of claims. James Davidson, of Bay City, has a claim of \$2,115 for repairs, and Capt. H. W. Baker wants \$1,266 for salvage.

These are the largest individual claims. The Flora was in a collision last season on her first trip in years after her purchase by Capt. Martin O'Toole and others.

The line boats will open the season of navigation of 1908 on or about April 15. One of the lines has sent out notices of first sailing from Buffalo to the head of the Lakes on that date and shippers have been notified that they may figure on their shipments accordingly.

A WORLD'S RECORD(?)

What is stated by the Providence Journal to be a world's record for quick loading, size of cargo and rapidity of transportation and unloading, has just been made by the steamer Ravenscraig, now owned by the Eastern Coal Co., and hailing from Providence, R. I.

Two weeks ago the Ravenscraig made what was termed a phenomenal run from Newport News to Providence, when the work of loading and unloading was considered, but this has been eclipsed. The Journal says:

"The Ravenscraig arrived at Newport News from this city at 7 o'clock in the morning, and an hour later was docked at pier 12. Before the steamer was warped into her berth Trainmaster E. I. Ford had passed the word that the ship was to be loaded in record time. This gave the loading crew the right impetus, for the way they rattled the coal on board this self-trimming craft was inspiring.

"The first of the coal was dumped at 8:15 o'clock, and at noon fifty-one car loads were on board. Work was resumed at 1 o'clock, and at 3:30 o'clock the last of the 3,256 tons of black diamonds was dumped. Ninety-one tons of bunker coal was then placed in the Ravenscraig's bunkers, this work taking one hour and fifteen minutes. At 4:45 o'clock the Ravenscraig pulled out of her dock, and at 5 o'clock she steamed for this city, having been in that port just ten hours. Including both kinds of coal, a record of 446 tons per hour was attained.

"The big collier arrived here at 5 o'clock Friday morning, went at once to her dock to unload, and at 9:30 o'clock Saturday night she again cleared for Newport News to get another large cargo."

Now, what do you think of that! Six hours and fifteen minutes loading a measly 3256 tons of coal, and 40 hours unloading. They must have taken it out in baskets.

STEAMER BENTON SOLD.

Captain W. H. Ellery and R. F. Kunzie of Detroit, have purchased the little steamer Benton from H. N. Jex, of Toledo, and will convert her into a sand steamer without delay. It is hoped to have the work on the boat done by April 20. She is wintering at Toledo. The purchase price is somewhere around \$5,000. The Benton has changed hands several times in recent years. Formerly she was owned by a man named Wiloughby, and was an American bottom. Then she was sold to the Doty Iron Works of Goderich, Ont. Last fall the boat passed into the hands of Mr. Jex, who now sells her to the Detroiters. The Benton is 152 feet long and 28 feet beam. She was built at Buffalo in 1867.

Every effort will be made by the D. & C. line to open navigation between Detroit and Cleveland on April 1. Letters inquiring the ice conditions have been sent to Canadian and Ohio ports along Lake Erie. The first trip probably will be made by the south passage.

LOCK WILL COST \$1,000,000.

With good luck and no extraordinary delays at Washington, it is expected that the ship canal lock which the Government will build just below Squaw Island will be ready when the work of deepening and widening Black Rock harbor has reached that point.

Locally, the whole job is known as the Niagara ship canal, and it involves carving a channel twenty-three feet deep and 200 feet wide at its narrowest point through the flint rock bottom from the Erie basin to just below Squaw Island.

Work on the channel has now progressed to a point off the new water-works tunnel at the foot of Porter avenue. The other section, which involves removing the wall between the Erie Canal and the harbor for a long distance, has not been let. The Federal Government's lock will be at the end of this section.

To meet the drop of six feet in the river bed between its head and Squaw Island the Government will spend about \$1,000,000 for the lock. The lowest bidder's price is about \$800,000, and among four others the bids range as high as \$1,225,000.

The new lock will be just below the old small one, which was built there by the State. The new one will take the largest ore carriers on the Great Lakes and lock them down six feet and out into the river proper, so that they can proceed on to Tonawanda.

Only vessels of limited size and displacement can go down the river to Tonowanda now. The very swift current opposite the waterworks prevents and the Black Rock harbor at its present width and depth will not accommodate them. When the Government has finished its work of millions, the largest ships on the Lakes can run down the harbor and through the locks and out into the river where it is navigable for them.

The Government's new locks will be in the small natural bay just back of Squaw Island, at a point which is now a favorite landing for motor boats and other small craft. The old lock will be taken out entirely and one of concrete and sheet steel will replace it. The operating machinery will be in addition to the building bids and will be of the most approved type.

The steamer J. S. Crouse has been sold by the Briton estate to Captain Anderson, of Sheboygan, Wis., and will no longer ply from the port of Saugatuck. By the sale the port is left without a merchant vessel.

The Crouse was built at Saugatuck in 1898 by Captain Briton. She is of 82 gross tons, and considered one of the stanchest little crafts on the Lakes. She has been in the east coast trade many years.

A number of years ago a goodly fleet of vessels sailed from Saugatuck, among which were the steamers J. S. Crouse, Douglas, J. C. Suit, Reid, Saugatuck, Bon Ami, Bon Voyage, McVea and the Pilgrim. Of this fleet some were wrecked, others were sold, and the Crouse is the last to go.

The steamer Berwind, launched at Ecorse on March 21, is the third steamer of her name. The passenger steamer Berwind, really a launch, was built at Bridgeton, N. J., in 1903, and the freighter Berwind was built at Sunderland, England, in 1893.

LAUNCHING OF THE TRUESDALE.

Marked by an ideal day launching of the steamer William H. Truesdale, building for the Empire Steamship Co., of Buffalo, was dropped from her ways into the water at the Lorain yard of the American Shipbuilding Co. at noon, on March 21. The Truesdale is an exact duplicate of the steamer J. J. H. Brown, launched last month, and was named for the president of the Lackawanna Railroad Company.

The Truesdale is 452 feet over all, 432 feet keel, 52 feet beam and 28 feet deep. The new boat, which will have a carrying capacity of 7,500 tons, will have triple expansion engines and Scotch boilers. Captain George C. Stevenson will sail the Truesdale and George Bartley will have charge of her machinery.

Guests at the launching of the bulk freighter Harry A. Berwind at the Ecorse shipyard were treated to an unusual feature. After Miss Ruth Hartwell, of Chicago, had christened the ship, and the big hull had dropped off the ways, tugs took the vessel in tow and quickly placed her alongside the shear dock. Then in fifteen minutes one boiler was dropped in, and within half an hour both boilers were lowered.

The ship, which is building for the Mutual Steamship Company, of Duluth, will be completed about April 15. The steamer William Livingstone, companion to the Berwind, will launch next month. The Berwind will have a carrying capacity of 10,500 tons. She is 552 feet over all, 532 feet keel, 58 feet beam and 31 feet deep. She will have triple expansion engines with cylinders 24, 38 and 65 inches, with 42 inch stroke. Steam will be furnished by two Scotch boilers 16 feet in diameter and 11 feet 8 inches long. The new boat will be managed by G. A. Tomlinson of Duluth. Capt. C. C. Tousley will bring her out and Robert J. Close will be chief engineer.

MAY INCREASE BOUNTY.

It is likely that the Dominion Government will increase the bounty on new tonnage constructed at Canadian shipyards, and there is a possibility that the tariff regulations may be amended with a view to giving greater protection to Canadian shipbuilding firms.

At present the Customs Department can not legally collect duty on repairs made to vessels in American ports, and subsequently making Customs entry into this country. The result has been that many Canadian vessels, instead of going to Canadian drydocks for repairs, give the business to American firms for one reason or another, and absolutely no protection is afforded Canadian firms in this respect.

It frequently happened that second hand vessels were bought cheaply in American waters, repaired and brought to Canada, the duty collected being only on the amount of the purchase price. The Government now proposes to amend the tariff law by making repairs to vessels dutiable.

J. S. Morton, President of the Graham & Morton Transportation Company, announced that navigation for the season opened on March 15 when the steamer City of Traverse went into commission on the St. Joseph and Chicago run.

The square-rigged ship Preussen, largest of sailing ships, is on her way to New York from Hamburg, to load 200,000 cases of petroleum for Japan. She had been chartered by the Standard Oil Company. The cargo will contain 2,000,000 gallons of oil, and will net her \$36,000 freight money. The Preussen, which has five masts, is propelled entirely by canvas. She is built of steel, 5,081 registered tons, 4,788 net tonnage, and can carry 8,000 tons of cargo. She is 408 feet long and 53 1-2 feet beam. The Preussen carries six yards on each mast. She is rigged to royals and can carry a sail area of 68,000 feet. She carries a crew of fifty-eight men. This is her first trip to New York.

INFORMATION WANTED.

Daniel H. Brown is requested to communicate with Mrs. E. C. Brown, Algonac, Box 128.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

Herbert Douglass, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglass, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.**HEADQUARTERS:****LAKE SEAMEN'S UNION.**

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.719 Summit Street
Telephone Black 6081.
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

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Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

DISAPPEARANCE OF AMERICAN.

The genuine American of Anglo-Saxon blood is rapidly vanishing from the face of the earth, and will eventually be as extinct as the Huron or Iroquois, declares Viscount d'Avenel. The descendants of other nations are supplanting the Anglo-Saxon in the United States, we are told, and "George Washington, if he should rise from his grave, would find himself much more at home in London than in New York." In a somewhat exhaustive article in the leading literary organ in Paris, the *Revue des Deux Mondes*, translated for the *Literary Digest*, he sets out to prove by a long array of statistics his assertion that the Americans of the present day are British and Anglo-Saxon merely in their language. The population of the large towns is made up mostly of various European continental elements. Out of the 2,000,000 inhabitants of Chicago, for instance, only 375,000 are Americans. There has been a gradual change in the nationality of the European immigrants who have sought this shore. From 1840 to 1860 it was reckoned that 43 per cent of the newcomers were Irish and 35 per cent Germans. Compare this with the state of things from 1901 to 1906. The Irish and Germans each make up 5 per cent of the immigrants. The remaining 90 per cent consists of a heterogeneous crowd, 28 per cent being Italians, 27 per cent Austrians and Hungarians, 20 per cent Russians or Poles. All these immigrants are prolific and multiply quickly, while American families have few children or none at all. Viscount d'Avenel thus summarizes his views:

The descendants of the 10,000,000 Anglo-Saxons by whom the United States was populated in 1830 form no more than an insignificant minority in the bosom of the present gigantic Republic. They will end by occupying no more permanent a place than the aborigines whom they so obstinately repressed, and who are now dying off on their western reserves. While these latter are perishing in misery, their conquerors are threatened with extinction through their very prosperity.

He thus dwells upon what our President has styled "race suicide," as a contributing cause to the decay of the American race:

I do not pretend to hold up my own country as a pattern, for it is the least prolific of nations. But it is scarcely fair to make a comparison between France and the United States on this point. If the States were as well furnished with men as France is there would be 700,000,000 inhabitants in the Republic. Even if America were as densely populated as Massachusetts it would contain 1,200,000,000 people, and if it were populated as thickly as Belgium it would count more inhabitants than the whole of the present human race.

The sterility of the genuine Americans is something appalling, he writes. Yet the American "speaks in terms of eulogy of large families, just as an infidel might speak sympathetically of religion." But there is no excuse, he says, for "race suicide" in the United States, or, at least, much less than there is in France.

The better-class American, descendant of the strong race of original colonists, openly despises the wonderfully rapid multiplication of the foreign immigrant family. He pities the parents, and thinks that reckless

improvidence and poverty is concerned in it. An inferior race, he scornfully declares, is always prolific. Yet it should be noticed that the material conditions under which the struggle for life is carried on are much more favorable in America than in France. Everything seems formed to promote the development of the population, the fields of activity are boundless, the territory is vast and land cheap, while an energetic man in our country is bounded by conditions from which it is hard for him to free himself.

SUBSIDIZED ORIENTAL SHIPS.

Vice-Consul Ernest Vollmer, reporting from Tsingtau, says that it is stated that a new Oriental steamship line is planned to run between Puget Sound ports via Victoria and North China to Siberia, the details being as follows:

Two of the steamers will be arranged to accommodate first-class passenger trade. M. Jebson & Co. of Bremen are putting these vessels on this route. The vessels are the German steamer *Wangard*, which at present is carrying coal from Comox to Guaymas under a time charter; the British steamer *Maori King*, now in the lumber trade from the Pacific Coast to Shanghai; and two steamers of the Royal Dutch Mail line to Java—the *Prinz Hendrik* and *Prinzess Sophie*—now plying from Amsterdam to Batavia.

These two boats will be delivered at Amsterdam and brought to the Pacific Coast in the spring to start at once on the new run. The *Maori King*, already purchased, will be renamed the *Erna* and started in the freight business at the earliest possible date. Monthly trips will be maintained by the steamers *Wangard*, *Erna*, *Tolsan*, *Eva* and *Isle*. The sister mail boats bought from the Dutch were built in England in 1890 and are 360 feet long, 43 feet beam and 27.7 feet deep. They have a gross tonnage of 3,528, can accommodate eighty first-class passengers, and are reputed to be as comfortable and fast as the *Empress* boats now running out of Victoria.

The *Nippon Yusen Kaisha* is reported to be conferring with the Tokio Government regarding the subvention for a European line, which is to compete with existing services for both freight and passengers. As the Admiralty is said to desire more fast mail boats under the Japanese flag which could be used as auxiliary cruisers, the proposals are meeting with much favor. Owing to the general business depression the same line has recently materially advanced rates on its American and Australian lines.

The Japanese budget for the next fiscal year includes Government subsidies for steamship service including European lines \$1,336,000 gold; for San Francisco lines, \$506,000; lines to Seattle, \$327,000, and for Australian lines \$236,000.

The British consul-general at Hamburg reports that the present state of things, as regards German steamship service with Africa, is that the German East Africa Line continue to carry on their service in the same way as during the past three or four years—that is, besides a direct service out and home between Hamburg and East Africa, via the Suez Canal, they run a service around Africa.

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(Continued from Page 5.)

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FEDERATIONS OF UNIONS.

The number of federations of trade-unions in the United Kingdom in existence at the end of 1906 was 94, with a membership of 2,116,612. This is the gross membership, in which some individuals are counted more than once owing to the unions to which they belong being affiliated to more than one federation. The principal individual federations were the General Federation of Trade-Unions, which increased in membership from 478,000 in 1905 to 623,000 in 1906; the Miners' Federation of Great Britain, with 333,000 members; and the Federation of Engineering and Shipbuilding Trades of the United Kingdom, with 283,000 members. The first two of these federations provide benefit to affiliated unions in cases of approved disputes. At the end of 1906 there were 240 trades councils in existence, as compared with 236 in 1905 and 169 in 1897. The affiliated membership in 1906 was 938,000, as compared with 906,000 in 1905, and 714,000 in 1897.

The next launching at the Lorain yard will take place in about three weeks, when the *William H. Wolf*, a 500-foot steamer, will dropped into the water.

RACIAL WAR IN THE TRANSVAAL.

One of the subjects upon which the Campbell-Bannerman Government is certain to be hard pressed during the session of Parliament is the war being made on all Asiatics by the Boer authorities of the Transvaal. When Lord Elgin, as Secretary of State for the Colonies, approved the law enacted by the Transvaal Legislature for the exclusion and deportation of Asiatics from the Transvaal Colony he could hardly have foreseen the consequences it would entail. He probably assumed that it was solely intended for use against the Chinese coolies now or lately employed in the Witwatersrand gold mines, and, as poor old China has to stand for everything, he thought no harm would come of it.

But it was not only the Chinese whom the Boers had in mind when they passed that ordinance. They object to any kind of Asiatic, and they are enforcing the new law against all alike with an impartial severity. There are presumably no Japanese in the excommunicated crowd, or something would before this have been heard from Tokio; but there are a number of Hindoos, and as they are just as much British subjects as the Boers and just as much entitled to the protection of the British Government, they find it difficult to understand why they are not as free to live in one part of the British Empire as another. That they are not is what they are learning by bitter experience.

One of the legal requirements is that all Asiatics wishing to remain in the Transvaal must present themselves for registration and identification. They have to be measured and weighed and give their thumb prints and a lot of other things, and after all is said and done they are liable to be deported anyhow at the pleasure of the authorities. There have been a number of arrests for refusal to comply with these conditions, and the culprits have been punished by fine and imprisonment for their misconduct. Last week thirty-five Hindoos were taken into court, including the chairman and the treasurer of the British-Indian Association, and the chairman and secretary of the Islamic Society, all described as citizens of substance and standing.

It is said that thirty-two of this batch were ordered to leave the country within two weeks, although they have been living in the Transvaal for years and have created valuable interests. It is difficult to see how it will be possible for the British Government, with 120,000,000 Hindoo subjects already showing signs of restlessness, to stand for that kind of thing, and the opposition will surely want to know what Premier Bannerman intends doing about it.—Philadelphia Inquirer.

The municipality of Valparaiso is about to erect a theater building with a seating capacity of 1,605 on the site of the one destroyed by the great earthquake of August, 1906. It is to be up to date, and as nearly earthquake and fireproof as can be built. Large quantities of steel will be used in its construction.

It is reported that the German East Africa Line intends to start a regular service to Bombay, the company having agreed with the Hamburg-American Line that large steamers of the latter company are to be dispatched to East Africa.

THE FUTURE OF COAL.

Henry S. Fleming, of the Bituminous Coal Trade Association, says that the growth of the coal industry represents the growth of the civilizing influence of industrial progress, which is in itself the actual foundation of our civilization. Coal is the base upon which all manufacturing industries rest. Stop the production of coal and the business of the world stops. It is the most important of the mineral products of the earth, and differs from all others in that it can be used for only one purpose—the production of energy. By a method of calculation, covering the world's output of soft coal for twenty-four years, the rate of present and future consumption is ascertained for scores, decades and half decades of years to date. On the basis of this series of rates the tendency of the movement for the next fifty years is projected, subject, of course, to unforeseen changes. It is found that "the average rate of increase for each five years from 1871 to 1905 has been 22.1 per cent more than the preceding five years." In the first five-year period the increase was 15.94 per cent and in the last 26.66 per cent over the preceding one. During the past ten years the increase has been 52.91 per cent over the preceding decade. This brings the calculation down to 1905, in which year the world's total of coal consumed was 919,180,550 tons. The forecast of the world's soft-coal requirement is made for a period extending from 1901 to 1950, inclusive. The conclusion is reached that a decreasing rate of increase will in all probability govern consumption. For the five years of 1906-10 a rate of 22.38 per cent increase is calculated. For the intermediate period of 1921-25 to 1926-30 a rate of 16.05 per cent, and for the final period ending with 1950 a still lower rate at 11.03 per cent increase is found. The actual production by countries in 1900 is shown below, followed by the anticipated production at ten-year intervals, beginning with 1910, in gross tons (five figures omitted):

	Great U. S. Brtn. Gerny. Others. Wrld.				
1900....	240.7	225.1	147.1	142.5	755.4
1910....	433.3	247.8	195.5	216.6	1093.2
1920....	685.4	282.6	271.7	332.6	1572.3
1930....	954.8	318.2	360.5	493.0	2126.5
1940....	1215.7	354.8	455.7	705.5	2731.7
1950....	1456.0	392.4	547.9	978.6	3374.9

GETTING RID OF FOGS.

The London County Council has decided on the report of the meteorological office expert, not to vote money for experiments to dispel fogs in London by explosive disturbances of the atmosphere, as proposed by an Italian inventor.

In replying to the report which made light of the theory that fogs could be driven away by the discharge of cannon, a civil and electrical engineer informs the expert that the inventor of the fog dispeller has never claimed to be able to displace the atmosphere in order to prevent the fog from forming or to drive it away when once formed. His theory is quite different and the work to do very simple. He states that in order to prevent the phenomenon from taking place it suffices to destroy the atmospheric equilibrium which exists at the moment when the fog forms and which lasts as

long as the fog lasts. The inventor states that the tranquillity of the atmosphere is the sole cause of the fog; his purpose is to produce a movement in the air molecules. This movement is easily obtained by means of vibrations of the atmosphere. In order to produce molecular movement in 100 tons of metal it is not necessary to displace the entire mass of metal—it is sufficient to strike it with a hammer to put the molecules of the entire mass in vibration.

The inventor draws attention to the official statement of the District Viticulture Society of Lyon, France, published on February 2, 1907. From this report it appears that in the ten years preceding the use of protection against hail the losses amounted to about 13,000,000 francs (franc, 19.3 cents). In the six following years they amounted only to 1,000,000 francs, and it is here stated that "all the slight failures sustained were invariably due to the relaxation of discipline on the part of the firers, who allowed themselves to be taken unawares."

According to the engineer referred to, notwithstanding the action of the County Council, experiments with the Italian's apparatus are to be made in London.

AUSTRIAN LIVING EXPENSES.

During the last five years there have been strikes in Austria among many classes of laborers and workmen, which must be chiefly attributed to the constantly advancing prices of food, clothing, and rent. At Carlsbad these have advanced from 10 to 50 per cent during that time.

Not only the working classes but the shopkeepers, school officials, post and municipal authorities, the various law officers, and all grades of officials whose incomes do not exceed \$1,600 a year, complain that the present prices of food and clothing are exorbitant. Owing to the high price of meat, efforts have been made to introduce into this market fish from the German and Baltic seas, and as the ports from which they were shipped are only sixteen to twenty hours' distant, they arrived here in good condition, but the attempt seems to have failed. The people are accustomed to animal and farinaceous foods, and, with the exception of fresh-water fish taken from the rivers and lakes of Austria-Hungary, principally zander, carp, schill, trout and a few salmon, no fish has a permanent sale in this country. The price of meats in the Carlsbad market is as follows, per pound: Beef, veal, and mutton, 20 cents; pork, 25 cents.

That portion of North Bohemia embraced by the Carlsbad district contains a population of 1,167,413, employed chiefly in manufacturing, mining, agriculture, etc., besides the annual influx of visitors to the springs, viz., Carlsbad 160,000, Marienbad 100,000, and Franzenbad 60,000. More than one-half the population belongs to the laboring class.

The French port of La Rochelle has recently installed at La Pallice dock a new forty-ton crane, which, in its trials, showed a lifting force of fifty tons. It can be worked by either steam or electricity and facilitates the loading of heavy pieces of machinery on the steamships of the Messageries Maritimes and the Chargeurs Reunis lines.

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World's Workers.

Statistics show that in every country of Europe the membership of the unions is rapidly increasing.

The unemployed question is becoming acute at Broken Hill, Australia, where there are now 3,000 miners out of work.

The Brisbane, Australia, plumbers, gasfitters and sheet-metal workers are moving in the direction of forming a union.

Every State on the Continent of Australia, excepting Queensland, now has either Wages Boards or Arbitration Courts for the settlement of industrial disputes.

The lockout of the coal miners at Wright's collieries, Tivoli, Australia, has ended in the proprietors conceding union terms, and the men are once more at work.

Newcastle (Australia) coal trimmers, in sympathy with the wharf laborers who are out for fair conditions, refuse to coal steamers, whose cargo is handled by scab labor.

Recently the masters of the steamships Taiyuan and Moldavia were fined £100 each in Sydney, Australia, for having permitted prohibited immigrants to land in the Commonwealth.

Fifty-five thousand British stone masons have decided to petition the King to prevent the employment of Italian workmen in the erection of the Queen Victoria national monument.

The Doctors' Union of Paris, France, has decided that Sunday visits to patients shall be treated as night visits with double charges. The only exceptions will be visits to patients already under treatment.

A strike of 4,000 employees in the timber trade in Sydney, Australia, in consequence of sawmill proprietors refusing fair wages to the men, was settled, conditionally that a slight increase of wages be now given to the casual hands, and other points in dispute be referred to the Arbitration Court.

In connection with the dispute in the timber trade industry in New South Wales, the Sydney Wharf Laborers' Union carried the following resolution unanimously: "That no member of this union perform the work usually done by members of the Timbryard and Sawmill Employees' Union prior to the present dispute."

The Queensland Miners and Smelters' Union, which is white Australian to the backbone, asked the saloon-keepers of Mungana if they were in favor of abolishing Chinese and Japanese labor in the hotels. The proprietors agreed with the Union, and are consequently employing no alien labor. The matter was enforced by the Union.

In West Australia the Arbitration Court has awarded the Butchers' Union the following rates, payable weekly: First shopman and first small goods man, £3 10s.; other shopmen, small goods men, salters, £3; cutting cart hands, £3; cart or order hands (who cut orders and deliver and also assist in shop), £2 15s.; carters, grooms and all other workmen, £2 10s.; apprentices or improvers (under 20 years of age), first year, £1 5s.; second, £1 15s.; third, £2 5s.; casual hands shall be paid 17s. per day on Saturdays and 12s. per day on other days. Provision is also made for the employment of apprentices at the ratio of an apprentice or improver to three fully-paid workmen.

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Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Ahlstedt, And.	Jorgensen, H. -1925
Akesson, H.	Jorgensen, Olaf
Alfson, K.	Johanson, J. F. -1462
Andersen, E. -1149	Johansen, O. K.
Andersen, O. S.	Johnson, H. L.
Anderson, Victor	Karlson, Oscar
Anderson, L. T. -735	Karlson, Wictor
Anderson, Aug.	Kalning, Jacob
Anderson, H. M.	Kammer, A.
Andersen, A. -1520	Keider, Edmund
Andersen, Chas.	Khalbetzer, F.
Andersen, O. -1531	Klaesson, Karl
Andersen, Andrew	Klahn, Chas.
Andersen, Olaf.	Koppen, B. O.
Andersen, O. L.	Krilstoffersen, Emil
Andersen, Eskil	Kristiansen, Gustav
Andersen, J. -1514	Kushel, V. J.
Andersen, Gus	Kummerlowe, O.
Andersen, J. -1492	Kuselue, Pete
Andersen, Axel P.	Lain, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Laix, U. E.
Benghsen, I.	Larsen, F. -1098
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Becklan, J.	Lange, C.
Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
Bhom, Adolf	Leonhart, Alf.
Billington, M.	Lersten, J.
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Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Bohman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
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Carlson, Jacob.	Lubeck, R. A.
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Ehmke, W.	Norris, J. E.
Eklund, P. H.	Nordenberg, J.
Ekhholm, Ellgins	Nyberg, Eric
Ellingsen, P. -568	Nyhaugen, Julius
Elwood, Alf.	Nygren, B.
Elstad, John	Odley, H. S.
Emanuelson, L.	Olsen, Thor.
Engelhardt, Edw.	Olsen, C. O. -705
Eriksen, A.	Olsen, Albert
Eriksen, Olav	Olsen, H. J.
Erikson, Allen	Oisson, Otto
Eskola, H.	Olsen, Harry
Evensen, Arnt	Olsen, Christ
Evensen, E. -551	Olsen, Anton
Feldt, J. A.	Olsen, G. E.
Fitzgerald, H.	Osses, A.
Flyn, J. P.	Osterholm, G. W.
Forslund, Wlcher	Owens, J. H.
Follon, Thomas	Pankhurst, Thos.
Fredrikson, C.	Palmer, J. H.
Frankenberg, V.	Paulson, O. -1183
Frisland, Chas.	Paulson, Paul
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Hakkonen, G.	Schubert, Max
Hawkes, W. J.	Schuberg, F.
Hansen, Ole T.	Scherlau, Rob.
Hennlinge, S. J.	Schmitt, F.
Hermansen, Frants	Schafer, Paul
Hilgesen, H.	Schultz, W.
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Heggerson, Louis	Sebell, Chr.
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Haygaard, T. S.	Simonsen, B.
Holmes, T. A.	Sivertsen, Anton
Haglund, R.	Sivertsen, S. B.
Hofslund, M. B.	Siemers, B.
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Jacobson, John A.	Smith, J. A. W.
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Svendsen, S. -1714	Walmer, E.
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Sysmantl, H.	Wahlstrom, A.
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Thomasen, R. -2184	Wilson, S.
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Yonger, O.	

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Anderson, Nels Stlg.	Hilarion, Chas.
Boose, Paul C.	Jahnke, Arthur
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Connecke, Hugo	Le Sollen, Pierre
Coye, Chas.	Madsen, M.-1503
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Hansen, H.	Peterson, J. A.
Hansen, Geo. J.	Schmidt, Fritz
Hegan, Paddy	Wilsen, Anders
Hogan, Bernt.	Zink, Karl

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every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
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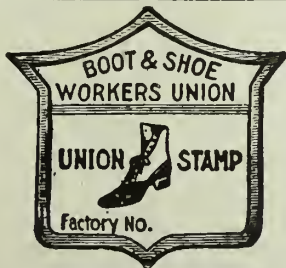
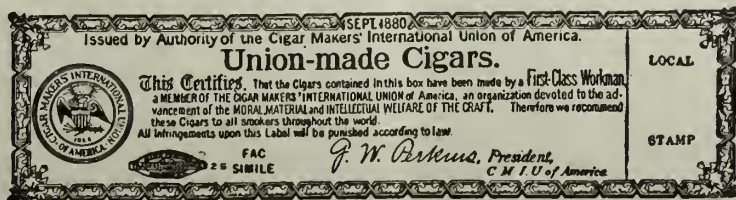
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Akesson, Hjalmar	Ligerbrains, Gastie
Aken, E.	Nilson, Hjalmar
Casey, J. W.	Niken, M. V.
Coakley, Timothy	Stackeasson, C.
Fernstrom, Sven	Stevens, W.
Kuhl, Herman	Svane, A.
Olsen, Alfred.	Weber, Ch. O.

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ronage of all fair minded persons. Ask your dealer for Union Stamp
shoes, and if he can not supply you, write**BOOT AND SHOE WORKERS' UNION,**
246 Summer St., Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**News from Abroad.**Chinese have instituted a boycott on
Japanese goods as a result of the Tat-
su Maru affair.A crusade has been initiated by the
police at Hongkong, China, to drive
out disorderly Americans.The Chinese throne has given its
sanction to an experimental decrease
in the importation of opium, which has
been agreed to by Great Britain.It is declared in Madrid that King
Manuel of Portugal may lose an arm
as the result of a wound he received
when his father and brother were as-
sassinated.All the papers of Berlin and the
provinces refused to print proceedings
of the Reichstag because Herr Groe-
ber, Center leader, had called the re-
porters "swine."Karl Lanz, a merchant of Mann-
heim, has handed over to the German
Aeroplane Club \$10,000 to found a
prize to be contested for by aeroplanes
heavier than air.The town of Chilapa, Mexico, was
destroyed by a heavy earthquake on
March 26. Although a number of
buildings of the town were leveled to
the ground, no lives were lost.The British merchants of Tien-tsin
and Newchwang have sent strongly
worded protests to the British Govern-
ment concerning the course pursued
by Japan with regard to the Tsinmin-
tun-Fakumen railroad.The unexpected increase in the
Italian naval estimates is due entirely
to the Government plans for new con-
struction. Four new battleships of
19,000 tons each are to be laid down
immediately. They will be ready for
sea in 1911.The Hutsu Maru, a 900-ton coast-
ing steamer, was sunk in a collision
with the Hideyoshi Maru, two miles
off Todohokko, near Hakodate, on
March 23. The master of the Hutsu
Maru, a majority of her 244 passen-
gers and forty-three of the crew per-
ished.The Supreme Court of Germany in
several decisions recently handed
down has held bankers liable for ad-
vice given their clients as to invest-
ments. This is regarded as a decided
step forward in placing the banking
business on a solid and responsible
foundation.Lieutenant-General Fock and Lieu-
tenant-General Smirnoff on March 18
fought a duel that will go on record
as one of the most remarkable meet-
ings on the field of honor. At the
fourth exchange of shots, Smirnoff
fell, probably fatally wounded. Fock
was uninjured.The Government of the little Afri-
can republic of Liberia has appealed
to the United States to protect her
territorial integrity against France,
which proposes to take possession of
a large part of the country lying on
the border between Liberia and
French West Africa.The German railroad bill, which
was presented in the lower house of
the Diet on March 19, demands a
round sum of approximately \$125,750,-
000 for the development of the sec-
ondary railroads in Prussia. The
money for this railroad development
is to be raised by a loan.Corporal Otto Fischer, of the
Forty-seventh Infantry, was sen-
tenced by court-martial at Posen,
Germany, on March 19, to two
months' imprisonment and to be de-
graded from his rank, after being
found guilty on fifty charges of bru-
tality against soldiers under his
charge.

Home News.

The Southern Pacific and Texas Central shops at Houston, Tex., shut down on March 25. Over 2,000 men were thrown out of work.

It has been decided that the United States battleship fleet, now at Magdalena Bay, shall visit a Japanese port while on the way to the Atlantic Coast.

John D. Rockefeller's latest contribution to charity is a gift of \$125,000 toward the erection of a great seaside hospital for convalescent poor children of New York.

The House of Representatives of Oklahoma, on March 24, in reconsideration passed the bill making it a crime, punishable by a fine of from \$5 to \$25, for smoking cigarettes.

The German Government has informed President Roosevelt that Dr. David Jayne Hill, at present American Minister at The Hague, is not acceptable to it as Ambassador at Berlin.

The United States Supreme Court, in a single decision of far-reaching importance rendered on March 23, declared unconstitutional the drastic railroad rate laws of Minnesota and North Carolina.

Delegates of the United Irish Society of Connecticut, representing 14,000 people, have registered a protest against the ratification of the proposed arbitration treaty between the United States and England.

Stockholders of the Union Pacific Railroad Company will meet on May 5 to authorize an issue of bonds to be secured by mortgage on all the lines of the Union Pacific, which are now un-mortgaged, aggregating 16,500 miles.

The annual report of President Vail of the American Telephone and Telegraph Company, presented on March 19, shows profits of \$23,479,000, against \$17,857,000 last year. The system contains 1,664,000 miles of wire.

A special to the Nevada State Journal says the town of Tuscarora, one of the oldest in the State, has been depopulated through news of a strike at Gold Circle. The Tuscarora News has suspended publication owing to the editors and printers joining the rush.

The steamship Iroquois, the only twin-screw tank steamship in the world, towing the mammoth barge Navahoe, arrived at New York on March 20 from Belfast, Ireland. Each vessel is the largest of her class afloat, and together can carry 20,000 tons of oil.

The Ohio House of Representatives on March 19, by a vote of 106 to 16, adopted the Atwell Senate joint resolution providing for submission to a vote of the people of an amendment to the constitution establishing the Initiative and Referendum in State legislation.

A framework has been put in place on the roof of a big soapmaking plant in Jersey City for what will be the biggest clock in the world. The dial will be twenty-eight feet in diameter and will have an area of over 1,134 square feet, or 544 more square feet than there are in the face of the clock on the City Hall in Philadelphia.

Retail prices of meats of all grades have increased 2 cents a pound within the last week, and before another week has gone by it is likely that prices will go from 3 to 5 cents a pound higher, as a result of a strange combination of circumstances which has affected the cattle-raising industry of the country.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Ackerson, Peter
Ahlborg, G. A.
Ahlborg, R. W.
Ahloft, Wm.
Akesson, Hjalmar
Akselsen, Gus
Allen, Fred
Allen, James
Alquist, Oscar L.
Andersen, 1073
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Beensang, Eugene
Behrens, E.
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Berge, Johan S.
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Dempsey, Thomas
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Finley, Harold
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Jas. Paul
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Schwahn, C.
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Leonecke, August
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Pettersson-1062
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Pettersson, Edw.
Phillips, Wm.
Picard, Frank
Pierce, John L.
Piem, Otto
Pitkanen, J. W.
Pitman, Karl
Poder, J.
Polke, Louis
Ponty'nen, Hugo
Pratt, Louis
Prinz, Chas.
Putz, Thomas

Robertson, J.
Robinet, Geo.
Rodriguez, D. M.
Rohl, Werner
Rosan, Oscar
Rothe, Ed.
Ruckert, P.
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Sjostedt, F.
Skattal-2183
Skerris, Hans
Skold, C. A.
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Spear, Markus
Springborn, Max
Stachau, John
Stenberg, Arthur
Storvick, Ed.
Struer, John
Stuhr, Harry
Sulberg, B. P.
Svedstrup, E.
Svensen, Anker
Svenson, Ernst
Svensson, -1795
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Swansson, Emil
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Swansson, -1386
Swendsen, Ben
Sylvain, Mr.
Syversen, Johan
Syversen, Ole

Thuestad, M.
Thilman, Andrew
Thip, Joseph
Todal, M. E.
Toftoy, Chas. A.
Tommis, Frank

Thuestad, M.
Thilman, Andrew
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Thompson, S. S.
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Thorn, A.
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Van Galen, Last
Van Schoor, John
Van Straten, W.
Verdick, C.
Vermeulen, D.
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Wahl, Robert F.
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Wenech, Andrew
Westerlund, Paul
Wickman, Peter
Wilde, Herman
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Wilman, W.
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Agostino, F.
Andersen, A. -853
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Armstrong, F.
Axelsen, H.
Bailey, W.
Barre, R.
Behrs, P.
Begovich, John
Berch, P.
Bergquist, St.
Berthelsen, Alf.
Bjork, A.
Blecha, A.
Bowman, C.
Braun, Wm.
Brograd, N.
Burke, C.
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Christensen, N.
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Jensen, Jens.
Jensen, E. -1298
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Johnson, Aug.
Johnson, H.

Jurgensen, H.
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Karlsen, Sven.
Kittelsen, T.
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Kusick, M.
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Nielsen, Aug.
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Olson, O. Severin
Olson, G. F. -562
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Overwick, Th.
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Penroy, L.
Peters, H.
Plasier, H.
Prager, H.
Rowe, Chas.
Sanders, Ch.
Schade, W.
Schroder, A.
Seigward, J. A.
Soderstrom, J. A.
Somm, J. H.
Speller, H.
Squires, J.
Stein, G.
Svensson, S.
Swansen, Ben
Thornhill, D.
Thorsen, Th.
Turner, R.
Turnquist, E.
Uberwimmer, F.
Ugia, Fr.
Vongher, E.
Wahlin, John
Warrner, H.
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Wicksten, A.
Wisbeck, J.
Wold, A.

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Ames, Geo.
Anderson, Albert
Bartels, Herman
Berger, Joseph
Bordahl, Ed.
Brown, John
Buchtmann, F.
Eldswaag, Peter I.
Eklund, Sigurd
Ekland, Aug.
Erdmann, B. J. 1704
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Frick, M.
Guyader, Geo.
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Tonnesen, Hans
Torgersen, H. F.
Tradin, Louis
Truhel, Gus
Tuomala, Wm.
Tuorila, Jack
Turner, W. A.
Urberg, Jno.
Viereck, Mr.
Vletz, Fred
Viking, August
Visser, Albert
Vortman, Wm.
Vuele, V.

Wilson, A.
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Winsens, P. G.
Winther, H.
Wirtanen, Carl
Woker, Herman
Wordehoff, Alf.
Worm, Albert
Wren, Wm.
Zirnbaue, Karl
Zornow, O.

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Ingelbreton, Carl
Jensen, Albert
Johanson, H. -2126
Johanneson,

Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromsø, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Labor News.

The injunction against the American Federation of Labor in the Buck Stove case was made permanent by the Supreme Court of the District of Columbia on March 23.

Troops have been ordered from Fort Seward, at Haines, Alaska, to preserve order at the Treadwell mines, on Douglass Island, where 800 miners have gone out on a strike.

United States Senator Foraker on March 25 introduced a bill to legalize contracts and agreements not in "unreasonable restraint of trade." The bill is intended to apply to corporations of every character.

Notices announcing a wage reduction of 10 per cent to take effect on April 5 have been posted at the cotton mills of the Boston Manufacturing Company, at Waltham, Mass. The company employs 1,800 men.

The ten thousand employees of the General Electric Company, of Schenectady, N. Y., who have been working four days a week for two months, will shortly go on full time as a result of a large order recently received.

All the washeries of the Lehigh Valley Coal Company in the Wilkesbarre (Pa.) section are working overtime in order to furnish the railroads in the West with small sizes of coal in anticipation of a strike of soft coal miners.

The big rail mills of the Maryland Steel Company at Sparrow's Point resumed operations on March 24, after lying idle for a month. An additional blast furnace was also placed in operation. In the two departments about 800 men returned to work.

Because of the continued depression in business the Pennsylvania Railroad Company indefinitely suspended 2,140 Altoona shop employes on March 24. At the same time an order was issued increasing the working time of all the men retained to fifty hours a week.

In view of the humiliating annoyances to which high caste Hindoos in British Columbia have been subjected and the rapid growth of feeling among the Hindoos in the Sound cities, the more intelligent of the Sikhs are planning an exodus to the Isthmus of Panama.

It is reported that so long as many of the big railroad systems of the country continue to pay higher dividends than they earn while they continue to borrow enormous sums of money, there will not be a general reduction in wages on Western railroads.

An exodus of Poles to Europe will follow the 10 per cent reduction in wages in the Chicopee and Holyoke cotton mills. Seventy-five per cent of the 4,500 operatives affected are Polish. Four days' work a week at reduced wages, the workmen assert, will not pay the cost of living.

One hundred and forty-six Hindoos, the majority of whom arrived from the Orient by the steamer Montague and who were ordered deported because they had not come directly by continuous passage from the land of their birth, were released on a writ of habeas corpus at Vancouver, B. C., on March 24.

As a result of the representations regarding Hindoo immigration into British Columbia, made at the Colonial Office recently by Mackenzie King, Canadian Deputy Minister of Labor, it is probable that a special commissioner will be sent over to Canada for the purpose of arranging the immigration difficulties along the lines of least resistance.

INFORMATION WANTED.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

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102 Petty Officer
103 Chief Engineer
104 First Asst. Eng.
105 Second Asst. Eng.
106 Lake Captain
107 Lake Pilot
39 Marine Engineer
13 Mech. Draftsman
87 Eng. Branches
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With the Wits.

Not a Promotion.—"I see that our military friend was sent to jail."
"Yes; he's doing time instead of marking time."—Exchange.

Another Name.—Little Willie—Say, pa, what is a foot-ball coach?

Pa—It must be another name for an ambulance, my son.—Chicago News.

Seemed That Way.—"Then you really don't believe that a man is ever too old to learn."

"Certainly not. I've known men to get married at the age of 75 or more."
—Catholic Standard and Times.

Nicely Fixed.—"Tired Tiffins is in jail for de winter."

"No!"

"Yep."

"Wot a pull he must have!"—Exchange.

Not the Right Phrase.—"Who," asked the minister, "gives this woman away?"

"Hold on, mistaire, if you plis," said the titled foreigner, "zis woman is not given away; it iss a trade."

Disappointed.—"I will be your valentine," said the young man.

A shadow passed across the fair face of the girl. "I was so in hopes that I would not get any comies this year," she said.—Philadelphia Public Ledger.

Died of a Sudden.—"What did 'er die of, Jarge?"

"'Er died av a Tuesday."

"I mane wot complaint did 'er 'ave?"

"Oi doan't know 'xactly, missus, but it wern't nothin' very serious."—The Tatler.

A Careful Man.—Irate Diner (to waiter who persistently hovers about table)—What on earth are you waiting for, man? I don't want you.

Waiter—Excuse me, sir, but I am responsible for the silver.—Illustrated Bits.

Willing to Buy.—"I haven't tasted liquor for thirty-nine years."

"Um."

"I say I havn't tasted liquor for nine and thirty years."

"Well, sir, is that a boast or a hint?"—Kansas City Journal.

What Was Going On.—A terrible noise of thumping and stamping came from Bob's room early one morning.

"Bobby! Bobby!" called his mother from down stairs, "what is going on up there?"

"My shoes," replied Bob.—Youths' Companion.

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VOL. XXI, No. 29.

SAN FRANCISCO, WEDNESDAY, APRIL 8, 1908.

Whole No. 1059.

LABOR'S APPEAL TO CONGRESS.

FOLLOWING is the statement issued by the conference recently held in Washington, D. C., under the auspices of the American Federation of Labor, to consider the attitude of the courts and Congress toward organized labor:

Washington, D. C., March 19, 1908.

We, the official representatives of the national and international trade and labor unions and organizations of farmers, in national conference assembled, in the District of Columbia, for the purpose of considering and taking action deemed necessary to meet the situation in which the working people of our country are placed by recent decisions of the courts, now appear before Congress to voice the earnest and emphatic protest of the workers of the country against the indifference, if not actual hostility, which Congress has shown toward the reasonable and righteous measures proposed by the workers for the safeguarding of their rights and interests.

In the name of Labor we now urge upon Congress the necessity for immediate action for relief from the most grave and momentous situation which has ever confronted the working people of this country. This crisis has been brought about by the application by the Supreme Court of the United States of the Sherman Anti-Trust law to the workers, both organized and in their individual capacity.

Labor and the people generally look askance at the invasion of the court upon the prerogatives of the law-making and executive departments of our Government.

The workers feel that Congress itself must share our chagrin and sense of injustice when the courts exhibit an utter disregard for the real intent and purpose of laws enacted to safeguard and protect the workers in the exercise of their normal activities. There is something ominous in the ironic manner in which the courts guarantee to workers:

The "right" to be maimed and killed without liability to the employer.

The "right" to be discharged for belonging to a union.

The "right" to work as many hours as employers please and under any conditions which they may impose.

Labor is justly indignant at the bestowal or guaranteeing of these worthless and academic "rights" by the courts, which in the same breath deny and forbid to the workers the practical and necessary protection of laws which define and safeguard their rights and liberties, and the exercise of them individually or in association.

The most recent perversion of the intent of a law by the judiciary has been the Supreme Court decision in the Hatters' case, by which the Sherman Anti-Trust law has been made to apply to labor, although it was an accepted fact that Congress did not intend the law to so apply and might even have specifically exempted labor but for the fear that the Supreme Court might construe such an affirmative provision to be unconstitutional.

The workers earnestly urge Congress to cooperate with them in the upbuilding and educating of a public sentiment which will confine the judiciary to its proper function—which is certainly not that of placing a construction upon a law the opposite of the plain intent of Congress,

thus rendering worthless even the very moderate efforts which Congress has so far put forth to define the status of the most important, numerous and patriotic of our people, the wage-earners, the producers of all wealth.

We contend that equity power and jurisdiction, discretionary government by the judiciary for well-defined purposes and within specific limitations, granted to the courts by the Constitution, has been so extended that it is invading the field of government by law and endangering individual liberty.

As government by equity, personal government, advances, republican government, government by law, recedes.

We favor enactment of laws which shall restrict the jurisdiction of courts of equity to property and property rights, and shall so define property and property rights, that neither directly nor indirectly shall there be held to be any property or property rights in the labor or labor power of any person or persons.

The feeling of restless apprehension with which the workers view the apathy of Congress, is accentuated by recent decisions of the Supreme Court.

By the wrongful application of the injunction by the lower courts the workers have been forbidden the right of free press and free speech and the Supreme Court in the Hatters' case, while not directly prohibiting the exercise of these rights, yet so applies the Sherman law to labor that acts involving the use of free press and free speech, and hitherto assumed to be lawful, now become evidence upon which triple damages may be collected and fine and imprisonment added as a part of the penalty.

Indeed, the decision goes so far as to hold the agreements of unions with employers, to maintain industrial peace, to be "conspiracies" and the evidence of unlawful combinations in restraint of trade and commerce; thus effectually throttling labor by penalizing as criminal, the exercise of its normal, peaceful rights and activities. The fact that these acts are in reality making for the uplift and the betterment of civilization, as a whole, does not seem to be understood or appreciated by the courts. The workers hope for a broader and more intelligent appreciation from Congress.

It is not necessary here to enter into a detailed review of this decision.

The workers ask from Congress the relief which it alone can give from the injustice which will surely result from the literal enforcement of the Sherman Anti-Trust law as interpreted by this decision. The speedy enactment of labor's proposed amendment to the Sherman Anti-Trust law will do much to restore the rights of which the toilers have been shorn.

We submit for consideration, and trust the same will be enacted, two provisions amendatory of the Sherman Anti-Trust law, which originally were a part of the bill during the stages of its consideration by the Senate and before its final passage, and which are substantially as follows:

"That nothing in said act (Sherman Anti-Trust law) or in this act is intended nor shall any provision thereof hereafter be enforced so as to apply to organizations or associations not for profit and without capital stock, NOR to the members of such organizations or associations."

"That nothing in said act (Sherman Anti-Trust law) or in this act is intended nor shall any provision thereof hereafter be enforced so as to apply to any arrangements, agreements, or combinations among persons engaged in agriculture or horticulture made with a view of enhancing the price of their own agricultural or horticultural products."

It is clearly an unwarranted assumption on the part of the courts or others to place the voluntary associations of the workers in the same category as trusts and corporations owning stock and organized for profit.

On the one hand, we have the trusts and corporations dealing with purely material things and mostly with the inanimate products of labor. On the other hand, there are the workers whose labor power is part of their very lives and beings, and which can not be differentiated from their ownership in and of themselves.

The effort to categorically place the workers in the same position as those who deal in the products of labor of others is the failure to discern between things and man.

It is often flippantly averred that labor is a commodity, but modern civilization has clearly and sharply drawn the line between a bushel of coal, a side of pork and the soul of a human, breathing, living man.

The enactment of the legislation which we ask will tend to so define and safeguard the rights of the workers of to-day and those who will come after them, that they may hope to continue to enjoy the blessings of a free country as intended by the founders of our Government.

In the relief asked for in the proposed amendment to the Sherman Anti-Trust law which we present to Congress, labor asks for no special privileges and no exemption from the treatment which any law-abiding citizen might hope to receive in a free country.

Indeed, the present Parliament of Great Britain, at its session in December, 1906, enacted into law what is known as the Trades Dispute Act. It is brief and we therefore quote its provisions in full:

"1. It shall be lawful for any person or persons acting either on their own behalf or on behalf of a trade union or other association of individuals, registered or unregistered, in contemplation of or during the continuance of any trade dispute, to attend for any of the following purposes at or near a house or place where a person resides or works or carries on his business, or happens to be (1) for the purpose of peacefully obtaining or communicating information; (2) for the purpose of peacefully persuading any person to work or abstain from working.

"2. An agreement or combination by two or more persons to do or procure to be done any act in contemplation or furtherance of a trade dispute shall not be ground for an action, if such act when committed by one person would not be ground for an action.

"3. An action shall not be brought against a trade union or other association aforesaid for the recovery of damage sustained by any person or persons by reason of the action of a member or members of such trade union or other association aforesaid."

We submit that if such relief from the onerous conditions brought about by the Taff-Vale decision

of the highest court of Great Britain can be enacted by a monarchical government, there ought to be no hesitancy in conceding it in our own Republic.

The unions of labor aim to improve the standard of life; to uproot ignorance and foster education; to instill character, manhood, and an independent spirit among our people; to bring about a recognition of the interdependence of man upon his fellow-man. We aim to establish a normal workday; to take the children from the factory and workshop and give them the opportunity of the schools, the home, and the playground. In a word, our unions strive to lighten toil, educate their members, make their homes more cheerful, and in every way contribute an earnest effort toward making life the better worth living. To achieve these praiseworthy ends, we believe that all honorable and lawful means are justifiable and commendable, and should receive the sympathetic support of every right-thinking American.

Labor asks only for justice. It asks that it be not victimized and penalized under laws never intended to apply to it.

We hope for a prompt recognition on the part of Congress of the wage-workers' very reasonable and moderate insistence in this important matter.

In addition, the other most important measures which labor urges are:

The bill to regulate and limit the issuance of injunctions—"Pearre bill."

Employers' liability bill.

The bill extending the application of the eight-hour law to all Government employees, and those employed upon work for the Government, whether by contractors or sub-contractors.

There are other measures pending which we regard as important, but we feel especially justified in urging the passage of those mentioned, because they have been before Congress for several sessions, and upon which extended hearings have been had before committees, every interest concerned having had ample opportunity to present arguments, and there is no good reason why action should longer be deferred by Congress.

We come to Congress hoping for a prompt and adequate remedy for the grievances of which we justly complain. The psychological moment has arrived for a total change of governmental policy toward the workers; to permit it to pass may be to invite disaster even to our national life.

In this frank statement of its grievances the attitude of labor should not be misinterpreted, nor should it be held as wanting in respect for our highest law-making body.

That the workers, while smarting under a most keen sense of injustice and neglect, turn first to Congress for a remedy, shows how greatly they still trust in the power and willingness of this branch of the Government to restore, safeguard and protect their rights.

Labor proposes to aid in this work by exercising its utmost political and industrial activity, its moral and social influence, in order that the interests of the masses may be represented in Congress by those who are pledged to do justice to labor and to all our people, not to promote the special interests of those who would injure the whole body politic by crippling and enslaving the toilers.

Labor is most hopeful that Congress will appreciate the gravity of the situation which we have endeavored to present. The workers trust that Congress will shake off the apathy which has heretofore characterized it on this subject, and perform a beneficent social service for the whole people by enacting such legislation as will restore confidence among the workers that their needs as law-abiding citizens will be heeded.

Only by such action will a crisis be averted. There must be something more substantial than fair promises. The present feeling of widespread apprehension among the workers of our country becomes more acute every day. The desire for decisive action becomes more intense.

While it is true that there is no legal appeal from a Supreme Court decision, yet we believe Congress can and should enact such further legislation as will more clearly define the rights and liberties of the workers.

Should labor's petition for the righting of the wrongs which have been imposed upon it, and the remedying of injustice done to it, pass unheeded by Congress, and those who administer the affairs of our Government—then upon those who have failed to do their duty, and not upon the workers will rest the responsibility.

The labor union is a natural, rational, and inevitable outgrowth of our modern industrial conditions. To outlaw the union in the exercise of its normal activities for the protection and advancement of labor and the advancement of society in general, is to do a tremendous injury to all people.

The repression of right and natural activities is bound to finally break forth in violent form of protest, especially among the more ignorant of the people, who will feel great bitterness if denied the consideration they have a right to expect at the hands of Congress.

As the authorized representatives of the organized wage-earners of our country, we present to you in the most conservative and earnest manner this protest against the wrongs which they have to endure and some of the rights and relief to which they are justly entitled. There is not a wrong for which we seek redress, or a right to which we aspire which does not or will not be equally shared by all the workers—by all the people.

While no member of Congress or party can evade or avoid his or their own individual or party share of responsibility, we aver that the party in power must and will by labor and its sympathizers be held primarily responsible for the failure to give the prompt, full and effective Congressional relief we know to be within its power.

We come to you not as political partisans, whether Republican, Democratic or other, but as representatives of the wage-workers of our country whose rights, interests and welfare have been jeopardized and flagrantly, woefully disregarded and neglected. We come to you because you are responsible for legislation, or the failure of legislation. If these, or new questions, are unsettled and any other political party become responsible for legislation, we shall press home upon its representatives our demands and hold them responsible, equally as we now must hold you.

Following are the representatives of national and international unions, and farmers' organizations who indorsed and signed the above protest: Samuel Gompers, President; James O'Connell, Third Vice-President; Max Morris, Fourth Vice-President; D. A. Hayes, Fifth Vice-President; Daniel J. Keefe, Sixth Vice-President; Wm. D. Huber, Seventh Vice-President; Joseph F. Valentini, Eighth Vice-President; Frank Morrison, Secretary; John B. Lennon, Treasurer, Executive Council American Federation of Labor.

George L. Berry, Norman C. Sprague, International Printing Pressmen's Union.

John P. Frey, Iron Molders' Union of North America.

G. M. Huddleston, International Slate and Tile Roofers' Union.

Richard Braunschweig, Amalgamated Wood Workers' International Union.

Charles R. Atherton, A. B. Grout, Metal Polishers, Buffers, Platers and Brass Workers' Union.

Jere L. Sullivan, J. F. McCarthy, T. J. Sullivan, Hotel and Restaurant Employees' International Alliance.

W. R. Fairley, Thomas Haggerty, United Mine Workers' Union of America.

A. McAndrews, E. Lewis Evans, Tobacco Workers' International Union.

W. F. Costello, H. T. Rogers, International Steam and Hot Water Fitters and Helpers' Union.

James O'Connell, Arthur E. Holder, A. McGilray, International Association of Machinists.

M. O'Sullivan, Thomas F. Ryan, Amalgamated Sheet Metal Workers' International Alliance.

J. E. Pritchard, International Pavers and Rammermen.

Thomas T. Maher, Amalgamated Sheet Metal Workers' International Alliance.

J. L. Fceney, J. B. Espey, M. J. Kelly, International Brotherhood of Bookbinders.

C. M. Bennett, O. D. Pauley, American Society of Equity.

Timothy Healy, W. A. James, F. M. Nourse, International Brotherhood of Stationary Firemen.

Rezin Orr, W. D. Mahon, Amalgamated Street and Electric Railway Employees.

John A. Moffit, Martin Lawlor, United Hatters of North America.

J. W. Kline, H. C. Poulesland, J. M. Cox, International Brotherhood of Blacksmiths and Helpers.

F. M. Ryan, Bridge and Structural Iron Workers' International Association.

Wm. J. Barry, Pilots' Association.

W. W. Beattie, Wesley Russell, Percy Thomas, Commercial Telegraphers' International Union of America.

A. B. Lowe, J. E. Davenport, A. B. Wilson, International Brotherhood of Maintenance of Way Employees.

M. J. Shea, James J. Freel, International Stereotypers and Electrotypers' Union.

James L. Gernon, James Wilson, Patternmakers' League of North America.

J. M. McElroy, Brushmakers' International Union.

T. A. Rickert, B. A. Larger, United Garment Workers of America.

M. Zuckerman, H. Hinder, United Cloth Hat and Cap Makers of North America.

H. B. Perham, A. T. McDaniel, W. J. Gregory, J. H. Williams, Order of Railroad Telegraphers.

Jas. F. Speirs, Thos. C. Nolan, Wm. Grant, Brotherhood of Boilermakers and Iron Shipbuilders.

F. J. Kelly, International Photo-engravers' Union.

Wm. D. Huber, James Kirby, Geo. G. Griffin, Jos. Reilly, United Brotherhood of Carpenters and Joiners.

Samuel Gompers, G. W. Perkins, Thos. F. Tracy, I. B. Kuhn, Cigarmakers' International Union.

J. T. Carey, International Brotherhood of Papermakers of North America.

Jno F. Breen, Hodcarriers and Building Laborers' International Union.

Max Morris, J. A. Anderson, Herman Robinson, D. F. Manning, Retail Clerks' International Protective Association.

Jno. F. Tobin, Jno. P. Murphy, Boot and Shoe Workers' Union.

Wm. Silver, Granite Cutters' International Association.

J. C. Balhorn, Thos. McGilton, Brotherhood of Painters, Decorators and Paperhangers of America.

Chas. C. Bradley, E. E. Desmond, American Wire Weavers' Protective Association.

Jno. A. Dyche, International Ladies' Garment Workers' Union.

Wm. J. Spencer, United Association Plumbers,

Gas Fitters, Steam Fitters and Steam Fitters' Helpers.

Joseph N. Weber, American Federation of Musicians.

T. L. Mahan, Ed. L. Schrack, International Plate Printers.

John Manning, Shirt, Waist and Laundry Workers' International Union.

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T. C. Parsons, George G. Seibold, International Typographical Union.

D. A. Hayes, William Launer, James J. Dunn, F. H. Williams, Glass Bottle Blowers' Association.

James McHugh, Journeyman Stone Cutters' Association.

Daniel J. Keefe, Thomas Gallagher, International Longshoremen's Association.

J. J. Flynn, P. J. Flannery, Interior Freight Handlers and Warehousemen's Union.

W. J. McSorley, R. V. Brandt, Wood, Wire and Metal Lathers' International Union.

P. J. McArdle, John Williams, Amalgamated Association of Iron and Steel Workers.

Jacob Fischer, Frank K. Noschang, Journeymen Barbers' International Union.

John Golden, Albert Hibbert, United Textile Workers of America.

Daniel J. Tobin, International Brotherhood of Teamsters.

Matt Comerford, James J. McCracken, International Union of Steam Engineers.

F. A. Didsbury, Pocket Knife Blade Grinders and Finishers' National Union.

Edward W. Potter, Homer D. Call, H. L. Eichelberger, A. L. Webb, Amalgamated Meat Cutters and Butcher Workers of North America.

Frank Gehring, Lithographers' International Protective and Beneficial Association.

J. F. Murphy, International Union of Elevator Constructors.

John H. Brinkman, Carriage and Wagon Workers' International Union.

P. F. Richardson, International Car Workers.

John Weber, Bakery and Confectionery Workers' International Union.

James H. Hatch, Upholsterers' International Union.

Following is the Address to Workers issued by the Protest Conference:

ADDRESS TO WORKERS.

Issued by Labor's Conference of Protest.

Washington, D. C., March 18, 1908.

To Organized Labor and Farmers' Associations—Greeting: The "Protest Conference" of the representatives of the workers of our country assembled in Washington, D. C., on March 18, 1908, will probably go down in history as the greatest gathering ever held to solemnly voice the protest of the people against the denial of the rights of the workers by the Judiciary. This conference will be memorable also for the declaration and action looking toward the upholding and defending of the rights of all our people.

There were gathered in this conference the responsible executive officers of 118 national and international trade-unions; assembled with them in hearty agreement were representatives of the Farmers' American Society of Equity and also officers of railway brotherhoods. No more representative and responsible gathering of the men of labor, we believe, was ever brought together in the effort to voice the just protest and laudable aspirations of the workers of our country.

The deliberations of our conference, which occupied two full days, were preceded by a two days' session of the Executive Council of the American Federation of Labor. The proceedings were marked by the utmost harmony. There was indeed the intensity of feeling which so grave a situation must evoke, there was also an unbounded enthusiasm, a grim earnestness of purpose, and a firm determination that the work initiated by this conference should not cease until the wrongs from which the workers suffer shall be righted and their liberties which have been imperiled, shall be restored and forever safeguarded.

Our consideration of the circumstances which made this conference imperative, was characterized by the utmost freedom of expression. It was felt that in consensus of opinion and feeling brought forth by the representatives of so many trades and callings from all sections of the country, there could not fail to be much that would be helpful in guiding our deliberations and of service to our fellow-workers. It is our hope that every worker and every friend of the workers will realize and feel as we do the seriousness of the crisis which we now face and that all will be animated by the earnestness, the loyalty, and enthusiasm which was so marked among the representatives assembled.

While the Supreme Court or other institutions may be able to temporarily retard and seriously embarrass the growth and action of our movement we boldly assert that no power on earth can destroy, successfully outlaw or disrupt the trade-union movement.

Meetings had been held in various parts of the

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

ATLANTIC INNER NAVIGATION.

There is one argument favoring the proposition that the National Government should undertake the construction of an inner navigation route along the Atlantic Coast that can not be too persistently dwelt upon. This argument was compactly phrased by Congressman Small, of North Carolina, when, in a discussion of the inland waterway movement in general, he declared that, "above all, we must bid defiance to the terrors of Hatteras by constructing an inside route from Chesapeake Bay to Beaufort Inlet." The "terrors of Hatteras," it can truthfully be said are repeated over and over again along the 3000 miles of the Atlantic coast line of the United States. The sandbars making out from Cape Hatteras may have a greater number of shipwrecks charged up to them than any of the other treacherous shoals that line the coast between Passamaquoddy Bay and the Florida Keys, but there are many other Atlantic sand reefs that have a terrible tragic record scored up against them.

Off Cape Cod and off the Delaware capes are other marine graveyards, and there are numerous other spots along our Eastern coast which the sailor who knows the coastal peculiarities never approaches without dread when there is a heavy blow on. What an enormous saving in life, not to mention shipping property, would be accomplished during the next half century if there were a navigable channel on an inside storm-protected route extending from Massachusetts Bay to Beaufort Inlet. It is a route that would accommodate a coasting trade of enormous importance. The commerce of Baltimore, Philadelphia, New York and Boston would be benefited by the opening of such an inland waterway. In case of a foreign war with a country possessing a powerful navy the value of such an inland navigation system would be beyond computation in its defensive advantages. But, after all, the most practical and impressive reasons why the Government should assume the task of building an inland navigation route along the Atlantic Coast are those which have reference to the uses and economies of the way as a commercial route. The terrors of Hatteras, the terrors of Henlopen, of Cape Cod, and of the graveyard stretches taken altogether constitute an argument for a coastal route that would be free from these terrors that is simply unanswerable.

The call of the sea is one that is attended with extra hazardous perils. When a rich and powerful government can, by spending money, vastly reduce these perilous hazards, continuous hesitation and refusal to accomplish this benevolence is not to be excused by the usual pleas that are put forward for keeping down the national expenditures. —Baltimore American.

Chang Chih-tung, the comptroller-general of the Chinese Board of Education, has revised the regulations of girls' schools and limited the ages of girls who are to be allowed in the schools to 15 years, above which no girl will be admitted.

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FOR IMPROVED INSPECTION.

In his annual report, which has just been made public, George Uhler, Supervising Inspector-General of the Federal Steamboat Inspection Service, has called attention to legislation which he recommends to Congress for the more efficient safeguarding of passengers on vessels which come, or should come, within Federal jurisdiction. He says:

Some of the laws covering the administration of this service are totally inadequate to meet the purpose of their enactment, and under their operation we have at times been confronted by legal and constitutional objections that would have entirely defeated their purpose had it not been that the laws were strained almost to the breaking point. In order that the present laws may be made adequate to accomplish the ends that are sought, they should be so amended that they will be susceptible of intelligent and comprehensive interpretation by those whose duty it is to administer them and invulnerable to the attacks of those who are ever watching for a chance to expose their defects and weaknesses. Rigorous penalties for the violation of the laws will do more to command respect for them than any humane sentiment that we may undertake to suggest, and it is earnestly hoped that these penalties may be made so drastic and their imposition so certain as to beget a wholesome fear of the consequences following indifference or disrespect of the law, and thus effectually put a stop to the practice of calculating the profits of a violation.

He calls attention to the report of the Supervising Inspector of the Second supervising district, which embraces the ports north from Long Island Sound, and includes the inland waters of New York and the New England States, which points out the great increase in the number of motor boats that in most cases are of too small tonnage to bring them within the present law requiring Government inspection and license. In this district the number of motor boats operated in the season of 1907 was approximately 28,000, and out of this there were only 3,745 licensed operators. As most of them carried passengers without any regard to the capacity of the boats, Uhler suggests that the appropriate section of the Revised Statutes be amended so that every certificate of inspection granted to vessels to carry passengers, other than ferry-boats, shall state the number of passengers which such vessel may carry with prudence and safety, and by substituting the word "vessel" for "steamer" in the section which follows include motor boats where only steam vessels are now affected.

He also recommends an amendment to that section which deals with the bulkheading of passenger steamers so as to provide efficiency and stability for such bulkheads by authorizing the Board of Supervising Inspectors to determine the number, location and strength. The section at present permits bulkheads to reach the main deck only, where in modern construction this deck is quite often below the water line, thus rendering the bulkhead useless in case of collision or stranding.

He would also have the power, now held

alone by the Board of Supervising Inspectors, to decide on the number and class of licensed officers and crew for each vessel delegated to the local inspectors as being more familiar with the actual requirements of the vessel and its service.

Finally, he recommends the authorization of local boards of inspectors at Honolulu and at San Juan, P. R., owing to the increased shipping and the present necessity of sending local inspectors from the nearest mainland port to attend to this work. He claims that it is not only important in carrying on the work of the steamboat inspection service, but absolutely necessary to meet the requirements of the United States law applying to foreign vessels.

NEW PILOT APPRENTICE RULE.

The Commissioners of Navigation have received an important petition from the examining board of pilots requesting that the indenture of not more than five boys be taken by Pennsylvania pilots who are residents of this State. Should the Committee on Navigation and Pilots agree to this it will overturn a custom of selecting pilots' apprentices that has been in vogue more than 100 years.

Of 39 pilots licensed by Pennsylvania only nine are residents of this State, the others living in Delaware and New Jersey. Resident pilots declare that the selection of apprentices by pilots who live in Pennsylvania is only fair in view of the support received from this State. If approved by the commissioners it will give an opportunity never before enjoyed of choosing boys from this city as apprentices in the Pilots' Association.

Under a ruling of the Treasury Department the commissioners were informed that all future markings of anchorages must be done at the expense of Pennsylvania. In the past the Government defrayed all such cost.

The Pennsylvania and the Reading Railway Companies and the Upper Delaware River Navigation Company protested against the proposed establishment of emergency anchorages in front of the city's harbor, declaring that such anchorages would seriously interfere with the running of ferryboats and steamboats having terminals in the neighborhood of Chestnut and Market streets.

The Pennsylvania Steel Company, at Chester, was ordered to dredge its dock to 26 feet, following complaints received by the commissioners from masters of vessels. —Philadelphia Public Ledger.

The steamship companies of the various foreign nations are very busy securing rights along the bund of the new international settlement at Wuhu, on the Yangtze. The British firm of Butterfield & Swire secured 1,137 feet; the Hamburg-American line, 900 feet; Jardine, Mathison & Co., also a British firm, has gained rights to 605 feet, while the Japanese Nippon Yusen Kaisha controls 500 feet.

Japan has contracted for 20,000 tons of rails with the German Steel Trust.

Domestic and Naval.

The United States Senate on March 24 passed the bill increasing the salaries of men employed in the Life-Saving service.

The Hamburg-American Steamship Company denies the reports that Herr Ballin is to resign the general management of the company.

Statistics of marine disasters, involving New England and Canadian coasts, show that 350 persons lost their lives in the last fall and winter.

The Navy Department on March 18 received word that the old warship Monongahela had burned to the waters' edge at her station at Guantanamo Bay.

The House of Representatives on March 27 passed an urgent deficiency appropriation bill appropriating \$2,000,000 for carrying on the work of the Washington naval gun factory.

A bill to establish and organize a corps of trained women nurses for the United States Navy was ordered favorably reported by the House Committee on Naval Affairs on March 24.

Announcement is made that the Netherlands-America Steamship Company, operating the Holland-America Line of steamships, earned in 1907 a dividend of 11 per cent on its capital stock.

The United States battleship fleet will visit China, as well as Australia and Japan, and will be at New York on Washington's birthday that President Roosevelt may participate in the welcome before his retirement from office ten days later.

The Interstate Commerce Commission has decided that it has no jurisdiction in the "Baltic pool" case, in which complaint was filed by the Cosmopolitan Steamship Company against an alleged combination of transatlantic companies.

Fire on the Joy Line pier on East River, N. Y., and an adjoining pier resulted in the injury of several firemen and caused a loss of \$150,000 on March 30, and for a time seriously threatened the steamer Edgemont and the scaffolding of the new Manhattan bridge.

The armored cruiser Montana exceeded her contract requirements by a slender margin on the Rockland (Me.) trial course on April 1. Her fastest mile, which was made with the tide in her favor, was at the rate of 23.8 knots an hour, but the average of her five runs at top speed was 22.035.

The Committee on Merchant Marine and Fisheries has voted to postpone indefinitely action on bills pending to give American registry to ships wrecked in American waters and repaired in American shipyards. Four such bills are before the committee and about fifty ships are affected by the decision.

As a result of the efforts of E. R. Sharwood, secretary of the Philadelphia Maritime Exchange, Surgeon-General Walter Wyman, of the United States Marine Hospital Service, has ordered that sailors bound to that port who may be ill be admitted to the marine hospital at Delaware Breakwater for treatment.

A bill is being prepared by the Department of Commerce and Labor, which will require all sea-going American vessels to be equipped with a self-anchoring line carrying projectile and the means for projecting it. Equipped with such a device, similar to the breeches buoy of the life-saving stations, a stranded vessel can land her passengers in perfect safety.

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Harry Fovell, No. 17,024, a member of the Lakes Seamen's Union. is inquired for by his mother, Mrs Fovell, 3206 Cottage Grove avenue, Chicago, Ill.

Walter Tinn, last heard of while chief mate of the ship "Idlewild," is inquired for by his brother. Anyone knowing his whereabouts kindly notify Mr. Percy Tinn, care Liliencrantz & Sons, Aptos, Santa Cruz County, Calif.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilbert, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

Sir Thomas Lipton has offered a trophy cup for the Transpacific yacht races from Honolulu, T. H., to the Coast.

Captain Arthur McCracken, who had the distinction of being the oldest stevedore in San Francisco, died at his home in that city on April 1 in his seventy-sixth year.

United States Senator Flint has been assured by the Committee on Military Affairs that ample provision will be made for the protection of San Pedro and Los Angeles. The project outlined involves approximately \$1,250,000.

Representative McLachlan appeared before the Committee of Interstate and Foreign Commerce recently to urge a favorable report on the bill for the construction of a lighthouse on San Pedro breakwater.

The Union Iron Works is about to let a contract for the construction of a floating sectional drydock that will accommodate, with four exceptions, any vessel regularly entering San Francisco. The dock will lift 7000 tons, will be 504 feet 8 inches in length and will cost about \$225,000.

The United States steamer Iroquois, which arrived at Honolulu, T. H., on March 28 from Midway with the marine guard which has been stationed there for the last four years, burned the buildings of the United States marine post there before leaving, as the post is to be abandoned.

When the British bark Lucipara arrived at Cork on March 29 she completed four successive smart passages. Twice she has made a run of 120 days out from Europe to San Pedro, and last year from Tacoma to the United Kingdom she made the record run of 109 days. The passage just completed from Tacoma was only 122 days.

The Standard Oil ship Astral discharged her American crew on arriving at Honolulu, T. H., from Norfolk, Va., and signed a Japanese crew for the voyage around the Horn with sugar. She shipped twenty-two Japanese seamen and two Japanese boatswains. The Japanese sailors get \$20 a month and the boatswains \$25 a month.

The steam-schooner G. W. Fenwick, bound to San Francisco from Baltimore, arrived at Punta Arenas on March 29, and left again the same day for Coronel. The G. W. Fenwick is a new steamer built for the Hammond Lumber Company, and when she arrives here will go into the Coast lumber trade.

The fishing schooner Lydia, formerly a Government vessel, was cut in two by the steamship Chippewa of the Puget Sound Navigation Company off Point No Point on March 30, and two men were drowned. The dead are Wilson Spinning, of Ballard, and Thomas Hicks, of Seattle.

The officials of the Pacific Coast Steamship Company have not decided what boat will be placed on the San Francisco-Eureka run to replace the wrecked steamer Pomona. She is going to pieces fast, but the underwriters hope to be able to save her engines, later in the summer. Several tons of fittings and minor parts have already been removed from the wreck.

The lighthouse at Makapuu Point, T. H., will have the most expensive lens of any lighthouse in the world. It arrived a short time ago, but has not been put in place because the lantern has not yet arrived. Another important lighthouse is being erected on the northern point of the island of Molokai, located within the Molokai leper settlement.

Two four-masted schooners, the Salem and the Spokane, arrived at San Francisco on March 29 from Port Townsend, Wash., in four and a half days, the fastest time ever made by a sailing vessel from that port. They kept practically together from the time that they left the northern port and came into the Bay under their own sail until they reached anchorage.

Despite the solemn assertions of steamship officials at Seattle, Wash., that no rate war to the Orient was in project, the meeting of the Transpacific Freight Bureau, held recently, decided upon a schedule of cut rates to the Orient on wheat and flour, and these rates became effective on April 1. Every effort to keep the matter quiet has been made by the companies interested.

The San Francisco Chamber of Commerce has sent letters to its members advising them that an arrangement has been made whereby San Francisco is to have a first-class passenger and freight service to Nome and St. Michael, Alaska, connecting at the latter point with river steamers calling at Fairbanks, Chena and all other points in Alaska situated on the navigable waters of the Yukon, Tanana and Koyukuk rivers.

The barkentine Coronado, Captain Potter, and the schooner Defender, Captain Marston, have both made fast passages from San Francisco to the Islands. The Coronado left San Francisco on March 21 and arrived at Honolulu on April 1. The Defender sailed on March 20 and reached Mahukona on April 1. Both vessels took down cargoes of general merchandise and will return with sugar.

During the next five months British Columbia loggers will be allowed to export to Puget Sound half a million dollars' worth of logs. An order has been issued by the British Columbia Government to release all logs now in the water from

the embargo against export, and a rush of logs to United States mills on Puget Sound will follow. It is expected about eighty million feet of cedar, fir and spruce will be exported.

A gale that set 200 barrels of oil afloat in her hold, smashed the tanks that contained the acid which formed a part of her cargo and caused a false alarm of fire that originated from the acid fumes that rose from the hatch, was the experience of the steamship Tampico, which arrived at Seattle on March 26 from San Francisco, while off the Columbia bar Wednesday afternoon. The vessel had 500 tons of dynamite on board.

Audrey Forrest, who has arrived at Dawson from Fort McPherson on snow shoes, reports that Captain Jarvis, of the Royal Mounted Police, brought advices there from Herschel Island that Explorer McClure's famous ship, the Investigator, once a British man-of-war, which was caught in the ice sixty years ago and has been fast there ever since, last summer was so free that vessels could approach close to the ship.

M. A. Newell & Co. have received word of the arrival of the overdue ship Barcore and the German bark Elisa Lihn. The Barcore was 126 days out on a voyage from Barry to Caleta Colosa, and had for some time been quoted on the overdue list at 8 per cent for reinsurance. The Elisa Lihn was also bound to Caleta Colosa, but she sailed from Victoria, B. C. She was quoted at 10 per cent for reinsurance after being out 136 days.

The steamer Greenwood returned to San Francisco on March 24 from the wreck of the Pomona at Fort Ross. The Greenwood brought back Captain Swansen and First Officer Carey of the ill-fated steamer, in addition to 200 tons of material saved from the wreck. Included in the salvage was about half of the mail matter and baggage, the winches, davits, boats, ropes and sails, which were on the deck of the Pomona when she was abandoned.

Arrangements have been made at Victoria, B. C., to again convert the barge Alexander into a steam freight and passenger vessel for use in the northern trade. The Alexander was built at Skena, being constructed as a side-wheel towing steamer by McAllister Brothers and towed to Victoria by the steamer Otter for her engines. The engines were taken out of the tugboat, which proved too expensive to operate and she became a schooner, then a barge.

Two vessels are being held at Portland, Or., by the Immigration authorities because of trouble with their crews. The British ship Arctic Stream is held pending the determination whether her master must bear the expense of sending Second-Mate Grauch, who has gone insane, back to his home. Captain Dixon declines the responsibility, claiming that Grauch was sane when he was paid off by the ship. The German ship Nereus is held because of the disappearance of some of her sailors.

After all her vicissitudes, the big American ship Shenandoah is to be used as a coal hulk. Since striking ground at the Potato Patch last December the Shenandoah's leaks have been healed, and she was only recently resheathed, caulked and otherwise repaired at Boole's Ways. She will within the next few days take on 6,000 tons of coal from the Western Fuel Company's bunkers and will be laid up alongside about a score of vessels now serving as coal stores in Mission Bay, San Francisco.

The verdict of the Coroner's jury, rendered at San Francisco on March 23, after an inquest upon the death of James W. Dillehanty, a fireman on the steam-schooner Samoa, who was killed by falling from the deck into the hold of that vessel on March 17, held the officers of the steamer guilty of gross negligence in not having allowed for safe and proper passage-way along the decks of the vessel when she was unloading, and recommended that proper precautions be taken in the future to safeguard the hatches of the vessel at such times.

The Pacific Coast Company's steamer State of California, which has been undergoing repairs at Moran's yards, Seattle, for the last six months, was given a trial at Puget Sound on March 24 and gave great satisfaction. The State of California, according to officers of the company, is now practically a new steamer, having been altered and improved both on the outside and on the interior. She has been fitted with an entirely new set of boilers and will now rank with the President and Governor among the best steamers of the company's fleet.

Clothing, Furnishing Goods and Hats are sold at cost for two weeks only at the old store of Wallenstein & Frost, corner Van Ness and Golden Gate avenues. The firm will move down town to 824 Market street, near Stockton, on April 16.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

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Branches:

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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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Headquarters:

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Branches:

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TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, O., 74 Bridge St.
CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 22 Fifth Ave. Tel. Main 3637.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBERG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 8, 1908.

BE UP AND DOING!

The appeal to Congress and accompanying address to labor, issued by the recent conference of national labor representatives, and published in full in this issue of the JOURNAL, do full credit to the occasion. The manner no less than the matter of these documents can not but impress the reader with a sense of profound gravity. Some of the statements issued by the conference might, if issued from any other quarter, be regarded as so much rhetorical flourish, and therefore not to be taken seriously. To those familiar with the habits of thought and speech which characterize the men whose names are appended to the appeal and address, the expressions used and the intimations conveyed carry a meaning of the largest significance. However the members of Congress may regard the matter, whatever the effect upon the general membership of organized labor and the public at large, there can be no doubting the profound earnestness and deep conviction of the men who have assumed the responsibility of speaking to the one and for the other of these parties.

Public judgment upon the proposals submitted to Congress will, of course, depend upon the measure of public understanding of these proposals. In a word, it is proposed to exempt the labor and farmers' organizations from the inhibitions imposed by the Sherman Anti-Trust Act. This proposal has been denounced by certain sections of the press, as an attempt to secure for these classes immunity from the penalties of law-breaking. As one newspaper expresses it, "What the labor leaders wish is the prohibition of the use of the injunction in any labor controversy, and such an amendment of the Anti-Trust law as shall legalize the boycott while penalizing the blacklist." This statement of the case evidences a fatal misunderstanding of the real issue. Labor itself recognizes a fundamental difference between property rights and human rights, and contends for the recognition of that difference by law-makers, jurists and press. Unless this difference be recognized, it is useless to hope for legislation that will fit the case. To enact or enforce any law,

under the assumption of "general applicability," in such a way as to confuse property rights and human rights, is simply to fly in the face of every principle of social progress, to attempt the physically impossible, or that which is possible only by destroying human liberty itself.

In discussing the proposals of labor from the standpoint of "general applicability," it should always be remembered that the Sherman Anti-Trust Act is itself special legislation, designed to meet a condition arising from the control of natural products. It is absurd to say that the terms of such a measure must be made generally applicable. Likewise it is absurd to say that labor, in seeking immunity from the terms of the Anti-Trust Act is seeking special legislation. All that labor seeks is an amendment of that Act, so as to specifically exempt from its provisions those forms of organization which are not and can not become proper objects of restraint such as may be, and doubtless is, necessary in the case of the trust. To be sure, the United States Supreme Court has declared the United Hatters a "combination in restraint of trade," and therefore a trust in the eye of the Anti-Trust Act. But that conclusion has been reached by a process of reasoning that is far-fetched, to say the least, a process of reasoning which compelled the Court to ignore certain principles which are as patent as they are elemental.

Again, it is beside the question to speak of labor's attempt to "legalize the boycott," thus intimating that the boycott is at present illegal. In this, as in other respects, the demands of labor are designed to maintain and perpetuate an institution which, after all, is but part and parcel of the charter of human liberty—specifically, the liberty of the individual or of a number of individuals to bestow or withhold patronage in any given case. The issue, then, lies between these principles, the principle of human rights and the principle of property rights. One or other of these principles must be awarded precedence in the affairs of legislation. Personal liberty, with all that is implied by that term, must be maintained inviolate, or it will be destroyed entirely. No person who gives proper thought to the subject but will heartily indorse the closing sentence of the "Address To Workers":

"IT RESTS WITH EACH OF US TO MAKE THE MOST EARNEST, IMPRESSIVE AND LAW-ABIDING EFFORT THAT LIES WITHIN OUR POWER TO RESTORE THESE LIBERTIES AND SAFEGUARD OUR RIGHTS FOR THE FUTURE, IF WE ARE TO SAVE THE WORKERS, AND MAYHAP EVEN THE NATION ITSELF, FROM THREATENED DISASTER."

As suggested in another column, the Hepburn bill to amend the Sherman Anti-Trust Act turns out to be a mere sop. President Gompers, speaking on the bill before the House Judiciary Committee on the 6th inst., declared that "organized labor would rather endure the Sherman Anti-Trust law, as interpreted by the United States Supreme Court in the Hatters' case, than submit to registration, as proposed by the amendatory bill drafted by the National Civic Federation." The bill in question proposes a form of registration under which a commissioner would be empowered to say whether or not any given agreement is or is not legal. As already stated, one of the chief dangers of the present situation is that legislation will be proposed, and possibly enacted, the effect of which will be harmful rather than helpful.

STILL ANOTHER BLOW.

Boston, April 3.—In a decision handed down by the State Supreme Court to-day, Chief Justice Knowlton dissenting, the following rulings of interest to employers were made: Labor unions have no right to decide an individual grievance between employer and employee; no right to strike against the "Open Shop," or go out on a sympathetic strike, and no right to force the employer to submit to a delegate body of employees in disputes. The present rules of labor unions governing their investigation into strikes are declared illegal.

Upon only one point does Justice Knowlton agree with the majority opinion, namely, that a strike to compel a "Closed Shop," instituted merely to accomplish that one purpose, would not be justifiable.

The decision is the result of a suit brought by nine contracting and building firms doing business in Lynn against the Building Trades Council of that city and several local unions. The suit followed a strike which resulted from the posting of the "Open Shop" rule May 1, 1906.—Press Dispatch.

Another "blow to labor"! It begins to appear more and more likely that the "right to strike," which courts have heretofore been disposed to uphold, is in serious danger from the progressive encroachment of the Judiciary. The "right to strike" is a right based upon personal liberty. If that right can be denied in one case, it can be denied in all other cases, dependent solely upon the judgment of a court. Unless the course of events changes in the near future, it may become necessary for organized labor to accept the view that it is an "illegal conspiracy," and act accordingly.

The Hepburn bill to exempt labor organizations from any of the provisions of the Sherman Anti-Trust Act should be passed. In forbidding combinations in restraint of trade there was no intention to prohibit lawful organizations of labor, or to hinder them from striking, nor, on the other hand, was the Act intended to in any way limit the rights of employers. In fine, the Sherman Act was not designed to have any relation to labor whatever. But as courts have construed it otherwise, there is need of this Hepburn bill explicitly to exclude from the Sherman law all relations between employers and employed.—Sacramento Bee.

Whether or not the Hepburn bill will prove a remedy for the situation created by the Supreme Court's decision in the Hatters' case, under which a labor organization has been declared an illegal conspiracy, remains to be seen. Probably it will prove to be merely a subterfuge designed more for political effect than for any real relief. If the assumption of the Bee, i. e., that the Sherman Act was not intended to apply to labor organizations, were correct, the remedy would be comparatively easy. However, the facts show that Congress did intend, without saying so in as many words, to include the labor organizations in the inhibitions of the Sherman Act. It is therefore likely that any similarly constituted Congress, such as the present one, will hesitate before giving the relief required as a result of the passage of that measure. The chief danger of the present moment is not that Congress will refuse to legislate upon the subject, but that it will legislate in such a way as to aggravate the situation under the pretense of relieving it.

There should be a general response by the labor movement to the suggestion of the recent Labor conference, that meetings be held on April 19 or 20, for the purpose of protesting against the anti-labor decisions of the courts and urging remedial legislation by Congress. Congress, courts, press and public will judge the real sentiment of the working class in the present situation by the degree of interest shown at these meetings.

The union label is still "legal." Demand it upon all purchases.

LABOR'S APPEAL TO CONGRESS.

(Continued from Page 2.)

country and resolutions adopted and forwarded to American Federation of Labor headquarters urging prompt and vigorous action. The suggestions submitted were various in detail, but all characterized by the earnest desire that labor should take steps at once to exercise its fullest activities in every possible direction in order that relief may be obtained from the present intolerable situation.

In this conference we, your representatives, realized the serious responsibility resting upon us not only to voice adequately the feeling of outraged indignation on the part of the workers at the deprivation of their rights and liberties involved in the law as interpreted by recent court decisions, but the even more important task of initiating and aiding in carrying toward a successful fulfillment the constructive and active work which shall deliver the workers from the present and impending danger and ensure them the restoration of their rights and liberties and secure enjoyment in the future of the inalienable rights guaranteed by our Constitution.

A large part of our deliberations were naturally devoted to a discussion of the Supreme Court's action in applying the Sherman Anti-Trust law to labor.

All agreed upon the necessity of immediate Congressional action if the serious consequences and threatened dangers to labor and the wealth producers of our country are to be averted.

The following amendment to the Sherman Anti-Trust law had already been drawn up and agreed upon by the Executive Council, acting with the legal advisers of the American Federation of Labor. This is designed to relieve labor from the harmful operation of the Sherman Anti-Trust law, which was never intended to apply to it.

"That nothing in said act (Sherman Anti-Trust law) or in this act is intended nor shall any provision thereof hereafter be enforced so as to apply to organizations or associations not for profit and without capital stock, NOR to the members of such organizations or associations."

"That nothing in said act (Sherman Anti-Trust law) or in this act is intended nor shall any provision thereof hereafter be enforced so as to apply to any arrangements, agreements, or combinations among persons engaged in agriculture or horticulture made with a view of enhancing the price of their own agricultural or horticultural products."

This amendment was carefully considered in conference and met with enthusiastic, hearty and unanimous approval.

It was the unanimous feeling that some special steps should be taken to impress upon Congress the necessity of prompt action upon the Sherman Anti-Trust law amendment and upon other important labor legislation now pending, namely:

The bill to regulate and limit the issuance of injunctions—"Pearre bill."

Employers' liability bill.

The bill extending the application of the eight-hour law to all Government employees, and those employed upon work for the Government, whether by contractors or sub-contractors.

Your representatives prepared the protest which you will find accompanying this, and delivered the same to Speaker Cannon of the House, and Vice-President Fairbanks, President of the Senate.

As to the effect of our solemn protest representing the desires and needs of our fellow-workers and their friends, we can not at this time state, but we believe that Congress appreciates the gravity of the situation. In our protest we endeavored while preserving a courteous and dignified form of address to make it entirely clear to Congress that organized labor is in no mood to be trifled with. It means business. We truly believe that in this protest we stated very conservatively to Congress the intense feeling of anxiety and apprehension which agitates the workers of the country and their sympathizers.

Without doubt the presentation of labor's protest by our accredited representatives did much to convince the country at large that labor expects of Congress the relief which is within the power of the law-making department of Government and expects it from this session of the present Congress.

The Supreme Court decision applying the Sherman law to labor makes the crisis an especially grave one, for under that decision every normal, peaceful and helpful activity of the workers, whether exercised individually or in association, may be construed as a "conspiracy" or a combination in restraint of trade and commerce and punished by fine and imprisonment or both, and damages may be inflicted to the extent of each individual's possessions.

Every legitimate pressure must now be brought to bear upon Congress in the effort to secure the passage of our amendment to the Sherman law.

HOLD MASS MEETINGS IN EVERY CITY AND TOWN IN THE UNITED STATES ON THE EVENING OF THE THIRD SUNDAY OR MONDAY IN APRIL (19th or 20th), and at that meeting voice fully and unmistakably labor's protest against the Supreme Court decision which strips labor of the rights and liberties which we had supposed were guaranteed by the Constitution. Resolutions should be adopted urging upon

the present Congress the passage of the amendment to the Sherman law and warning Congress that it will be held responsible for failure to enact such legislation.

Labor should spare no activity to impress upon Congress its insistent demand for the passage of this amendment.

In addition to the holding of the mass meeting of April 19 or 20, and on such other dates as may be fixed in future, and the forwarding of resolutions expressing labor's protest and determination, every member of organized labor should write a personal letter to the Congressman of his district and to the two United States Senators of his State insisting that they use their efforts and cast their vote for the passage of our amendment to the Sherman law and other legislation mentioned in labor's protest, and warning them that labor and its friends will hold them responsible. That labor proposes to be represented in Congress by men who will do justice to the workers and all the people; that it proposes to exercise every political and industrial activity to this end—that upon the record of this Congress will be based the workers' decision as to a candidate's future desirability as a member of Congress.

Get every friend of labor to write a personal letter of this character. Let it be brief, but to the point, and keep a record of the resolutions and letters forwarded.

We hope most earnestly for the passage of the measures we have urged, but should Congress fail to do its duty, we will, by following this method, be able to place the responsibility upon those who have failed to do justice to labor when it lay within their power.

We deem it essential for the successful accomplishment of the plan set forth in the foregoing that local unions, city, central and State federations follow closely the line of action outlined by this conference and such further plans as may be promulgated by the Executive Council or by future conferences, so that our strength and influence shall not be frittered away by different lines of action.

We have appealed to Congress for the necessary relief we deem essential to safeguard the interests and rights of the toilers.

WE NOW CALL UPON THE WORKERS OF OUR COMMON COUNTRY TO STAND FAITHFULLY BY OUR FRIENDS, OPPOSE AND DEFEAT OUR ENEMIES, WHETHER THEY BE CANDIDATES FOR PRESIDENT, FOR CONGRESS, OR OTHER OFFICES, WHETHER EXECUTIVE, LEGISLATIVE OR JUDICIAL.

Each candidate should be questioned and pledged as to his attitude upon all subjects of importance to the toilers, whether in factory, farm, field, shop or mine.

We again renew and hereby declare our complete and abiding faith in the trade-union movement to successfully accomplish the amelioration of economic conditions befitting all of our people. The historical past of our movement, its splendid achievements in labor's behalf, and magnificent present standing, warrants the assertion and justifies our prediction for its future success.

We, the representatives of the national and international trade-unions and farmers' organizations, represented in this conference, call upon the Executive Council and upon all labor to use every possible, legitimate effort to secure for the workers their inalienable liberties and their proper recognition as a vital portion of the fabric of our civilization. We pledge ourselves to use every lawful and honorable effort to carry out the policy agreed upon at this conference. We pledge our industrial, political, financial, and moral support to our own members and to our friends wherever found, not only for the present time, but for the continuous effort which may be necessary for success. We pledge ourselves to carry on this work until every industrial and political activity of the workers is guaranteed its permanent place and usefulness in the progress of our country.

LET LABOR NOT FALTER FOR ONE INSTANT. THE MOST GRAVE AND MOMENTOUS CRISIS EVER FACED BY THE WAGE-WORKERS OF OUR COUNTRY IS NOW UPON US.

OUR INDUSTRIAL RIGHTS HAVE BEEN SHORN FROM US AND OUR LIBERTIES ARE THREATENED.

IT RESTS WITH EACH OF US TO MAKE THE MOST EARNEST, IMPRESSIVE AND LAW-ABIDING EFFORT THAT LIES WITHIN OUR POWER TO RESTORE THESE LIBERTIES AND SAFEGUARD OUR RIGHTS FOR THE FUTURE IF WE ARE TO SAVE THE WORKERS AND MAYHAP EVEN THE NATION ITSELF FROM THREATENED DISASTER.

THIS IS NOT A TIME FOR IDLE FEAR. LET EVERY MAN BE UP AND DOING. ACTION CONSISTENT, ACTION PERSISTENT, ACTION INSISTENT IS THE WATCHWORD.

[This address is signed by the same persons who signed "Labor's Protest to Congress."]

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Mar. 31, 1908.

Situation slow; prospects good.

H. P. GRIFFIN, Secretary.

42 South St.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 6, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping medium. The Shipwreck Benefit was ordered paid to a survivor of the wreck of the John F. Miller.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Tacoma Agency, March 30, 1908.

Shipping still very dull; prospects poor.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, March 30, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Mar. 29, 1908.

No meeting; no quorum. Shipping medium, prospects uncertain.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Mar. 30, 1908.

Shipping and prospects good.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland Agency, Mar. 30, 1908.

Shipping still dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 29, 1908.

Shipping slack; prospects fair.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Mar. 30, 1908.

Shipping dull; prospects uncertain.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Mar. 23, 1908.

Situation unchanged.

ED. JOHNSON, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 2, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping improving. The quarterly finance committee was elected.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, Mar. 26, 1908.

No meeting; shipping improving.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Mar. 26, 1908.

No meeting; shipping improving.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Mar. 30, 1908.

Situation unchanged.

V. A. OLANDER, Secretary pro tem.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Mar. 31, 1908.

Shipping fair.

WM. H. FRAZIER, Secretary.

1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Mar. 25, 1908.

Shipping still dull.

DANIEL SULLIVAN, Secretary.

DIED.

Peder Johnson, No. 1813, a native of Norway, aged 25, drowned in the wreck of the John F. Miller, in Unimak Pass, Alaska, Jan. 8, 1908.

Frank Powers, No. 1196, a native of Maine, aged 59, died at Crockett, Cal., on Mar. 31, 1908.

John Mahoney, No. 1487, a native of Ireland, aged 54, died at Seattle, Wash., on Mar. 31, 1908.

August Svensson, No. 1958, a native of Sweden, died at Seattle, Wash., on March 29, 1908.

James Flanagan, No. 7746, of the Atlantic Coast Marine Firemen's Union, a native of Ireland, aged 35, died at New Orleans, La., on March 10, 1908. Anyone knowing the whereabouts of his relatives will please communicate with the Secretary of the Marine Firemen's Union, 15 Union St., Brooklyn, N. Y.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



THE LAKE SITUATION.

The subagency ports of Erie and Conneaut opened on April 1st. The Cleveland newspapers are full of interviews with "prominent vesselowners," "prominent Union men" in fake interviews about "Open Shop" on the Lakes. So far as I can learn, none of the members of the seamen's unions of this District have given out such interviews. They are too wise to be drawn into a newspaper battle, especially when there has been no reason shown for it.

The situation remains about the same. The Tugmen and their employers have succeeded in signing a two-year agreement at about last year's wages and conditions. The late opening talk continues, and June 1 is now about the accepted time for a general start. This would give us seven months' work, and would have a tendency to teach us that we can very nicely do without any work for a year or two. If we must loaf five months in the year, why not the other seven, if necessary?

There is, of course, some activity along the water front in Cleveland and one or two vessels appear to be ready to go as soon as the ice conditions permit. The De Graff is loaded with coal, and I understand that she is fitting out.

W. H. JENKINS.

Conneaut, O.

WILL BE OPEN IN JUNE.

After an expenditure of \$4,500,000, the improvement of the west Neebish channel of the St. Mary's River has been completed and the new channel will be opened to navigation about June 1. It will be used by down bound traffic and will relieve one of the most serious handicaps to the great volume of navigation through the river.

The west Neebish channel is one of the biggest projects on the Great Lakes since the building of the Poe lock. The numerous sharp turns in this channel became a serious menace to traffic long before it reached its present volume. The new course provides a shorter and straighter route than the middle Neebish and has a minimum depth of twenty-two feet below extreme low water and a minimum width of 300 feet.

It connects the lower end of Hay Lake with the upper end of Mud Lake and has a length of about thirteen and one-half miles. Two and a half miles of this was cut through solid rock.

The present urgent deficiency bill in Congress carries \$26,400 for lighting the new channel. There are twenty-eight lights and two gas buoys. Bids for the ornamental castiron posts which will support the lights have been asked by Major Charles Keller, lighthouse engineer. Watch houses, or lamprooms, also will go with the posts.

Captain James Corrigan has sold the old steamers Caledonia and Italia to John Bolland, of Buffalo. The price was not given out. The boats are laid up under the west arm of the breakwater, where they were towed after their machinery was taken out last winter. The engines of the Caledonia and Italia are being placed in the barges Polynesia and Amazon of the Corrigan fleet.

DETROIT PASSENGER TRADE.

Four times the number of passengers any other port on the Great Lakes can boast of embarked at Detroit during the season of 1907. In addition to the millions of tons of freight which passed through the Detroit River the travel of boats carrying 7,805,558 passengers adds something to the traffic jam, and that number of persons embarked from Detroit alone.

Chicago is second of the Lake ports in the number of passengers carried during the 1907 season. Her total is 1,967,994. Detroit is more than 2,000,000 passengers in excess of the number carried from all the ports composing the remainder of the inspection district of which she is a part. Besides, Chicago the cities and the number of passengers embarking from each are as follows: Milwaukee, 533,715; Grand Haven, 451,347; Marquette, 457,849; Port Huron, 498,882.

In spite of the heavy passenger traffic out of Detroit during 1907 the life of not a single passenger was reported lost aboard a local boat, and not a single report was returned of an instance where it became necessary to use one of the thousands of life-preservers which the Government requires the vessels to carry, or any of the other life-saving apparatus. In fact, the life of but one passenger is reported lost by the inspectors at all the ports of the district. The one death is charged to Grand Haven. Milwaukee reports eighteen opportunities for the use of life-saving apparatus. Marquette sixteen, and Port Huron fifty.

LAKE FIREMEN'S OFFICERS.

The result of the annual election of the Marine Firemen, Oilers and Watertenders' Association, has just been announced. The list of officers elected follows:

Edward Stack, president; M. Casey, secretary; clerk, James Holland; business agent, Thomas Lawson; treasurer, B. C. Ralph; attorney, George H. Kennedy.

Cleveland branch—John Fisher, agent; assistant, Archie Dunn.

Chicago branch—Barton Defoe, agent; assistant, David David.

Detroit branch—Thomas Bell, agent.

Milwaukee branch—Robert Clarke, agent; assistant, Herman Lutz.

Superior branch—William Jones, agent.

Ashtabula branch—Joe Havekin, agent.

Conneaut branch—Clyde Keer, agent.

Toledo branch—David King, agent.

South Chicago branch—John Connolly, agent.

Ogdensburg branch—Archie Smith, agent.

Erie branch—Edward Austray, agent.

Bay City branch—Not settled about agent until later in the season.

Trustees—Edward Stack, M. Casey, John Coakley, William J. Coleman, Michael Galvin, Fred Long, Patrick Travers, Robert Fraser, Henry McMahon, Edward Donovan.

On July 17, 1907, the height of Huron light, located on the outer end of the west pier, entrance to Huron harbor, Lake Erie, was increased to forty-eight and one-fourth feet. The light is now visible fourteen and one-fourth miles.

BIG DEAL IN LUMBER.

The Virginia Lumber Company has sold 15,000,000 feet of norway lumber to Chicago parties, which amount is estimated to be about one-half of all the norway that this company will manufacture this year. This is the first important sale of pine in eight months in the Duluth market. While the price of the lumber is not announced, it is said it was a little lower than the top prices of last season, but not far below them. The Virginia & Rainy Lake Company has sold its norway stock on dock at Duluth to Eastern parties.

It is understood that the Virginia Lumber Company, which manufactured about 75,000,000 feet of norway last year, will not cut more than 30,000,000 to 40,000,000 of that kind of lumber this year, but it will manufacture a great deal more white pine lumber than usual. It is said that the company's production of this lumber will be of the best grade that has been put out in this market in some years.

The lumber business, like all other branches of trade, is picking up. It is said that Alger, Smith & Co. have sold 20,000,000 feet for delivery this year, and there is now very little lumber on dock at the head of the Lakes which is unsold. The car trade is steadily improving. William O'Brien has sold all his No. 4 boards for this year's cut at last year's prices, and the Red Cliff Lumber Company has sold all its low grade stock on the same basis.

CANADIAN SHIPS IN COMBINE.

Under the name of the Inland Navigation Company, with a capital stock of \$2,000,000, R. O. and A. B. Mackay of Hamilton, Ont., have combined the lake vessels under their ownership and control as well as their dock property at three ports. There are ten ships in the line, seven of them package freighters. The vessels are the steamers Strathcona, Donnacona, Winona, Glenelagh, Dundee, Dunelm, Rosedale, Neepawah, Wahcondah and Dundurn and all are steel vessels of modern type.

Included in the consolidation is the fuel dock at Sault Ste. Marie, Ont., now operated by the New Ontario Dock & Coal Company, and the Merchandise & Fuel docks at Hamilton and Montreal. The new company consolidates the large interests of the Mackays, and will give them opportunity also to extend the operations, which they will do.

A. B. Mackay will be manager of the new line and articles of association will be filed in a few days. It is believed the Inland Navigation Company, is the largest individual concern in the Canadian lake fleet. Vessels of the line will operate in the general trade from Lake Superior to the Lower Lakes and the St. Lawrence River. The Steamers of the fleet will stop at Cleveland.

The schooner D. P. Rhodes, wintering at Detroit, has been seized by Deputy United States Marshal Taylor, on a libel of \$27 filed by the Port Huron & Sarnia Ferry Company. The boat is owned by Captain Thomas McGowan, of Detroit.

GOODRICH APPOINTMENTS.

Following are the appointments of masters and engineers for the Goodrich fleet this year:

Columbus—captain, Charles Moody; chief engineer, George M. Laughlin.

Virginia—captain, E. Redner; engineer, Joseph Peroutka.

Indiana—captain, E. Taylor; engineer, Charles Monroe.

Carolina—captain, C. McCauley, engineer, D. Zeisch.

Racine—captain, J. A. Wilson; engineer, C. Clark.

Iowa—captain W. Plummer; engineer, J. A. Buschmann.

Georgia—captain, C. Baldwin; engineer, Gustave Suchow.

Sheboygan—captain, A. Voigt; engineer, A. Gilbraith.

Chicago—captain, C. Fowler; engineer, Thomas Dorey.

Arctic—captain, Berlin Sniffin; engineer, F. Heidemann.

WRECK WILL BE SOLD.

At a session of the admiralty court held before Judge Hodgins, of Sarnia, the Reid Wrecking Company applied for a judgment against the steamer Fred Pabst, which was recently raised at the entrance to Lake Huron, where she was sunk last season in collision with the steamer Lake Shore. Judge Hodgins issued an order directing judgment in favor of the plaintiff for 65 per cent of the proceeds of the sale of the vessel, after deducting costs and expenses. The claim of Reid Company was for the contract price of raising the vessel, according to their agreement with the underwriters' association, to whom the owners had abandoned the steamer. Direction was made by the court for the sale of the vessel, time and place of sale to be arranged between the Reid Company and the underwriters.

WILL CARRY PULPWOOD.

The steamer John C. Gault, whose name has just been changed to the Felix Carbray, was some time ago purchased by A. W. Ferguson and other Detroit men, and is now being given extensive repairs. She was in a collision with the steamer Byron Whitaker last summer, sinking the latter near Bois Blanc Island. The Gault sustained considerable damage around the bow.

It is the purpose of the new owners, who have formed the Detroit Transportation Company, to operate the Carbray in the pulpwood and coal trade, going as far as the Saguenay River. To do this it is necessary to fit the vessel with salt water equipment, and this is being done at an expense of about \$10,000 in addition to the cost of the repairs.

Captain W. H. Baker has purchased the steamer Chauncey Hurlbut at auction sale by United States marshal for \$1,700. The libels on the boat aggregate \$8,422, the largest claim being that of F. B. Hacket, of Amherstburg, of \$4,400 for salvage when the Hurlbut was beached in a gale last fall in Lake Erie, and released by Captain Hacket and Captain Baker. If he does not sell the Hurlbut, Captain Baker will operate her in general trade the coming season.

MARINE ITEMS.

Both the Ludington and Point Sauble Life Saving stations opened for the season on April 1.

The steamer A. E. Nettleton, building for H. S. Wilkinson, of Syracuse, will be launched at the Wyandotte yard of the American Shipbuilding Co., about April 11.

The Standard Engineering corporation, of Philadelphia, is the lowest bidder, at \$127,667, for furnishing the power plant equipment for the Great Lakes naval station.

The barge Ida Corning has been purchased by the Sturgeon Bay Stone Company from the Hines Lumber Company, of Chicago. She will carry stone to Ludington.

A telephone line has been completed from Sault Ste. Marie to Detour. The line will prove very serviceable to vesselmen in sending orders to their boats en route and will prevent costly delays.

The Great Lakes Dredge & Dock Company has moved its plant, employing 200 men, from Superior to Duluth. The plant was practically wiped out in the fire on the Superior River front last season.

At no period has winter work been so much delayed as this winter, on the vessels in winter quarters. It looks as if some of the owners are going to try to make good on the June 1 opening.

A bill introduced by Senator Smith, authorizing the Secretary of War to cause an examination and survey of Pigeon River from its mouth in the vicinity of Port Sheldon, Mich., with a view of providing a ten-foot channel and turning basin was recently passed by the Senate.

The bill of Senator Smith, providing for an appropriation of \$100,000 for the establishment for a lighthouse and fog signal at the eastern end of Michigan Island, westerly end of Lake Superior, Wisconsin, was passed by the Senate on March 25. The bill will be passed by the House.

INFORMATION WANTED.

Daniel H. Brown is requested to communicate with Mrs. E. C. Brown, Algonac, Box 128.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Comrade John M. Todd is requested to communicate with his father. Anyone knowing his whereabouts please call this to his attention, or write to W. H. Jenkins, care Lake Seamen's Union, Cleveland, O.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.**TONAWANDA.**

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johannsan, Carl
Anderson, Oskar	Johnsen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johansen, Martin
Anderson, Adrian	Jenssen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentsen, Albert	Kazlaski, Michael
Bentson, Abraham	Karlsen, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Leiesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larson, C. E.
Bentete, William A.	Laven, William
Burgess, James	Leinstad, Olof
Breman, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Molseberg, Otto
Couger, Joseph	McCall, Patt
Cowan, Maurice C.	McDonald, Murdock
Churbuck, E. W.	McGuire, O. T.
Carlson, Chas.	McIntire, John
Callahan, T. C.	McLeod, Thomas
Cockran, James	McMullen, Robert
Coleman, Arthur	Nilsen, Nils B.
Cook, Henry	Ommendsen, Tollak
Christensen, Chas.	Olsen, John B.
Christensen, Loftis	Olsen, Karl Jeohan
Challanach, Ralph	Olsen, Fritzof
Donaldson, A. E.	Olsen, Johan
Duecks, Louis	Osterdahl, H. B.
Engelsen, T. M.	Org, A.
Evensen, Harry	Olsen, John L.
Frantz, Ross	Pedersen, N. A.
Green, J. S.	Peterson, A.
Gullgren, Peter	Pedersen, A. H.
Heuter, Robert	Pederson, Pete
Hansen, Einar	Parker, John E.
Hanson, P.	Pelterson, Albrecht
Hansen, Karl Otto	Raeskala, Oskar
Hansen, Amund	Rowland, Chas. W.
Hansen, Geo.	Rollo, Nelson
Hansen, A.	Ringer, Clarence
Hansen, Martin	Raukin, Joe W.
Hansen, A.	Riley, John
Hansen, Harry	Sheldon, H. S.
Hansen, Thorgrin	Sullivan, S. T.
Halverson, Sewald	Sutton, Charles
Hampton, S.	Larsen, Durk
Heeley, Edward	Stakes, Edward J.
Higgins, Stephen	Snakness, Edd
Isaksen, Edward	Steels, John
Johnson, Oscar	Segulia, Matthew
Johansen, Herman	Stalls, William
Jensen, John	Young, James
Jeferesen, George	Watters, Frank
Johansen, Einar	Williamson, J.
Jacobson, John	Wilson, James

LAKE SEAMEN'S DIRECTORY.**HEADQUARTERS:****LAKE SEAMEN'S UNION.**

(Lake District International Seamen's Union of America.)

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BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
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Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
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TOLEDO, O.719 Summit Street
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Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.**UNITED STATES MARINE HOSPITALS.**

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

ABOUT JAPAN'S NAVY.

Some reliable figures are now to hand showing the present strength of the Japanese Navy compared with its strength when the war broke out. Details are appended, but the totals may be briefly stated, viz.: One hundred and fifty-seven vessels of all descriptions, representing a tonnage of 283,242 tons before the war, and 204 vessels and 515,082 tons at the present day. Further scrutiny of the figures shows that Japan to-day possesses more than twice the number of battleships she had before the war, a third as many more armored cruisers, three more other cruisers, nearly three times as many destroyers, but three fewer torpedo-boats.

Her naval losses during the war included two battleships, the Hatsuse and Yashima, eight cruisers, the Takashgo, Yoshino, Saiyom, Miyako, Heiyen, Atago, Oshima and Kaimon; two destroyers, the Akatsuki and Hayators, and seven torpedo-boats, or a total of nineteen vessels and 46,616 tons. On the other hand, as against the two battleships torpedoed by the Russians, the Japanese bagged at Port Arthur and in the battle of the Japan Sea five battleships, representing 62,524 tons, i. e., the Orel, now named the Iwami; the Peresviet (Sagami), Poltava (Tango), Retvisan (Hizen), and Pobieda (Sue). In addition there were taken eleven unarmored cruisers (71,276 tons), and five destroyers, a total of twenty-one vessels, representing 135,540 tons. Thus the net gain without further building on Japan's part is seen to be 88,924 in tonnage, the discrepancy between these divisions being due to the fact that Japan's chief gains were in battleships and cruisers.

Critics of the expansion programme are naturally asking why, in the face of these figures, which indicate an advance of fully 90 per cent, which include new construction, the Government should persist in making appropriations for the Army and Navy more than 36 per cent of the total national expenditure for the next fiscal year. Leading financiers and business men do not hesitate to point out that so long as the above disparity is maintained the country must expect to invite foreign distrust, while the forthcoming attempts to negotiate a new loan are likely to encounter no small opposition, and even if successful will prove so only at the cost of a sacrifice of prestige in the shape of some form of hypothecation.

The following figures are given:

Strength when the war commenced: Battleships, six, 84,652 tons; armored cruisers, eight, 73,982 tons; other cruisers, forty-four, 111,470 tons; destroyers, nineteen, 6,159 tons; torpedo-boats, eighty, 7,119 tons. Total 157 ships, 283,742 tons.

Built during or since the war—Battleships, four, 71,500 tons; viz.: the Katori, Kashima, Aki and Satsuma, the last two of which are receiving their armaments. Armored cruisers, four, 56,700 tons; viz.: the Tsukaba, Ikoma, Kuruma and Ibuki, the last two of which are now receiving their armaments. Other cruisers, five, 7,006 tons, viz.: the Ton, Yodo, Mogami, etc., all of which are under construction or are receiving their armaments. Destroyers, thirty-three, 12,573 tons. Torpedo-boats, five, 760 tons. Total, fifty-one; 148,569 tons.

Present force—Battleships, 13, 191,381 tons. Armored cruisers, 12, 130,683 tons.

Other cruisers, 47, 165,252 tons. Destroyers, 55, 20,508 tons. Torpedo boats, 77, 7258 tons. Total, 204 ships; 515,082 tons.

The unarmored Russian cruisers captured have been renamed as follows: Nikolai I (Iki), Bayan (Aso), Pallada (Tsugaru), Var-yag (Soya), Aplakin (Okienshima), Senia-vin (Mishima), Novik (Suzuya), to be used as one of the training squadron at Yokesuka, Majuria (Manshu), Argara (Anegawa), Kazan (Kanzaki), and Sungari (Matsuye). The five Russian destroyers captured have been renamed as follows: Reshetelni (Yam-aliko), Viedovi (Satsuki), Silnui (Fumisu-ki), Gandamak (Shirinami) and Vosodnik (Makidumo).

MODERNIZING THE FAR EAST.

With the limitless desert we associate the caravan. Its mention brings before our mental vision the image of the long line of humped animals silhouetted in the clear atmosphere and swinging forward with rhythmic if ungraceful motion. We think of these common carriers as in Abraham's time. In Western lands the change from burros and the mule pack trains seems natural enough; we should expect that the puffing locomotive of the steam railway would follow the trail over the mountains, through gorges and canyons, across valleys, and finally obliterate it. A score of such changing pictures rise before our eyes, and in reading of transportation improvements, the straightening of curves, the lessening of grades, the shortening of routes, we recall how literally the pioneer railroad builders followed the trails. In these days we seldom see a pack train without wondering how long it will be till the railway line replaces it.

Yet how rarely the sight of the caravan causes the same reflection. For ages the camels have wound across the billowy seas of sandy plains; what is there to suggest that they will not continue to carry the commerce of arid regions for ages still to come?

First, then, the motor car is to be reckoned with in the transformation of transportation. It is used by British engineers and military officers in the Soudan. Various Egyptian desert roads are available for it. On the edges of the Sahara long automobile trips are not infrequent. Some use will develop for passengers, some for mail and probably also for light freight. But it will not supplant the camel caravans or anticipate railway lines. Its functions have not reached that point. We feel nothing incongruous in the sight of a big red motor car, a roadster carrying its load of engineers across the waste stretches of Egypt and the Soudan or the edges of the Sahara, for we associate this vehicle with the personality of its occupants. But the locomotive and the chain of cars are associated with the landscape of the region traversed and the liesurely camels seem much more a part of the regions of drifting sands than do the trailing column of smoke, the fire-spitting engine and the loosely jointed train.—Charles Pepper in Scribner's.

A law has been sanctioned authorizing the governor of the State of Amazonas, Brazil, to contract with whoever shall offer the best terms for a service of steamers on the river Javary, up to the mouth of the Bathan, or other navigable point. The contract is to be for five years.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

The protests from the Maritime Provinces against the continuance of the policy of permitting certain European nations to participate in the coastwise trade of Canada have at last had an effect upon the Government. For years Canadian shipping has been declining, largely because of the aggressiveness of some of the countries whose vessels operated in Canadian waters, notably Norway, for whom the door was opened for some years. A few years ago Canada stood fourth among the nations of the world in point of vessel tonnage. Last year the total Canadian vessel tonnage was 6,541,791, which left her tenth among the shipowning nations of the world. Norway, Canada's greatest competitor in the coasting trade of the Dominion, was fourth, with a net tonnage of 1,483,802. Other countries enjoying coasting privileges in Canadian waters are Italy, Germany, Netherlands, Sweden, Austria-Hungary, Denmark, Belgium and the Argentine Republic.

An Order in Council has just been passed withdrawing on and after January 1, 1909, the existing privileges now enjoyed by all these countries in Canadian waters, and confining the right to carry passengers and freight from one Canadian port to another solely to British vessels.

SERVING "THE OCTOPUS."

Live and learn, counseled the ancient sage. By the same token I am now working for "The Octopus"; incidentally helping Mr. John D. Rockefeller to accumulate the wherewithal with which to pay the \$29,000,000 fine, which has furnished such an inspiring theme to latter-day newspaper paragraphers and cartoonists. To be more explicit and at the same time come to the point, I am at this writing a sailor on a Standard Oil tank steamer, a sort of "Fuel-Oil Johnny," traversing the broad expanse of the Pacific Ocean (there is nothing like being liberal with poetical touches when writing nonsense) with all the breezy assurance of the twentieth-century mariner, who has oil to burn and who laughs at headwinds, even as love used to laugh at locksmiths before the advent of the automatic burglar alarm.

But, alas! how lack-romance and prosaic is the routine work of a "Fuel-Oil Johnny" when contrasted with the glamor which time has kindly lent to the days when

"The ship sailed free, a trade-wind blowing,
With braces taut and sheets a-flowing!"

To be sure, the delicious tang of the salty breeze, the sun-glint crowning the crests of the waves as they sportively chase each other whithersoever the wind bloweth, the sough and the moan of Old Briny ever vainly striving to compose his restless bosom; these and all the other accessories and settings of a picture dear to the hearts of sailors are still there in all their pristine beauty and freshness, still breathing forth to those whose souls are attuned to their subtle charms the old, old story of the sea. But, I miss the graceful, rounded curves of the swelling sails, bellying out before the gale. In vain do I listen to catch the Eolian harp strains of the wind impetuously rushing through the maze of cordage that spider-webs a full-rigged ship alow and aloft. No more do my pulses quicken at the snapping, cracking protests of the bending spars as the breeze tightens the weather leaches and heels her over to leeward into the churning foam. No longer do I thrill at the stirring strains of "Johnny Bowker" or "Haul on the Bowline," while buckling-off on the weather braces or hauling aft the fore-sheet. And, as much as anything else perhaps, sadly do I miss the easy, yielding roll under my feet which differentiates the motion of a sailing-ship from that of a steamer. In short, I feel like a fish in strange waters that has lost his bearings, a time-battered Johnny-come-down-the-backstay wearily trying to square his ideals of the sea with the soodjee-moodjee realities of a steamboat deckhand's daily grind.

However, there are compensating features that do much to offset these drawbacks. There nearly always are in every situation of the kind. My quarters, for instance, though rather cramped, are a good deal more inviting in their general appearance and fittings than the doghole sort of fore-castle that used to shelter me in the old deepwater days. Besides, they are lighted by electricity, which is most decidedly a great improvement on the slush-lamp that once was the sole illuminant of the waking night hours in my watch below. Then, too, there is hot and cold water ad libitum at all times, and facilities for taking a warm bath whenever one may feel so inclined. Instead of squatting on my haunches and digging into a wooden mess-kid with a sheath-knife for my

virtuals, I now sit down to a well-supplied and well-appointed table and scoop in my fodder with a fork, as befits a civilized man. And, say, you hardtack and lobsouse-yaffling offshore sailors, there is a nice, appetizing lunch, with plenty of hot coffee and milk, set in the messroom all night long! Honest, now, wouldn't you like to have some these cold, stormy nights while you are jee-hawking off the Horn, and wishing to God it was breakfast-time, so you could wade into that crackerhash? Hey, there?

And, gentlemen of the sea, you may talk about your fancy, hair-trigger steering, but here's where you will have to do it or take what's coming to you and skiddoo. The following is a pretty fair sample of the line of talk which is handed down every once in so often to the man at the wheel in the pilot-house by the officer on the bridge:

"Starboard one degree. Steady! Right on! Port half a degree. Right on! Pshaw! where the hell are you going with her? She is two degrees off her course. Get her steady. There you are now. Right on! Right on! Right on! Now keep her so."

Now, wouldn't that sort of thing jar some of you old stagers, who have been running the Easting down in the "rolling forties," where the old girl would yaw about and take three and four points on each side of her course, and act for all the world like a young colt zig-zagging through a pasture? I tell you, boys, it's "sumpin' fierce," and gets on a fellow's nerves after a while, so that even in his sleep he can hear a raucous voice bawling, "Right on! Right on!"

Men everywhere, irrespective of their mental caliber and attainments, are prone to talk shop. It is one of those traits of human nature which the metabolism of brain-tissue seemingly does not affect in the least, a harmless foible which age can not wither, nor custom stale. Square-rigger sailors will cross royal yards over their beer, and illustrate the operation by crossing pipestems. Schooner sailors are never so happy as when discussing gafftopsails and peak jigs. In like manner, wherever two or three oil-boat sailors foregather there the conversation will invariably run to pumps, valves, pressure, tanks, rubber gaskets, distillate, hose-connections and so forth. As to valves, I am, as yet, pretty much in the position of an old Irish friend of mine, who used to pride himself on being quite a sailor because, when coming over here as an emigrant 'way back in the '50s, he spent three months on a packet-ship. "Phwy," he would say, "Oi got so at lasht that Oi could go around the decks and let go ivery domned rope in the ship." And so with me and the valves. I swear I can go 'round the decks and open every valve in the ship—though my doing so would probably result in sinking the vessel.

Distillate, by the way, is a by-product of petroleum, a sort of poor relation to gasoline, and has more virtues than a professional ad writer could begin to enumerate. Without it life on board an oil-boat would be simply unthinkable. California fuel-oil, as nearly every one knows, is largely bituminous in its make-up, and as sticky as pine tar. But distillate will make it let go in a hurry from wherever it may have elected to stick, and leave the spot as clean as a hound's tooth. But, as already intimated, it has other than cleansing virtues. Have you corns or rheumatism? Rub the affected joints with distillate and, lo and behold, the

pain will presently get cold feet and lapse into that innocuous desuetude which ultimately descends upon all mundane things. Are your sins as scarlet? Lave them in distillate and they shall be whiter than snow. Is your hair falling out? Shampoo your scalp with distillate and before the robins nest again you will have a head of hair that would be a credit to Paderewski. In fact, every oil-boat sailor is quite positive that it was distillate which grew hair on the bald pate of Mr. John D. Rockefeller, and not petroleum as at first reported by the press.

And, ahem—what was that I was going to say? It doesn't matter, though—I could a tale unfold that would cover several pages of the JOURNAL anent many other interesting things pertaining to the fuel-oil trade on the Pacific Coast. But, I have an idea that the editor will not stand for much more of this sort of stuff. And so, dear readers and shipmates, thanking you all for your kind attention, etc., I will close my little yarn with advising those among you who would like to learn a new wrinkle or two about up-to-date seagoing life to do as I did—go and ship in an oil-boat and get wise.

EL TUERTO.

STRIKES IN GERMANY.

Owing to the dissatisfaction arising from the wage question there was recently a strike in force at Crefeld, Germany, affecting 11,500 workmen.

This wage movement began in the tie-silk industry about three months ago, the first step being made by the Union of Christian Textile Workmen, who demanded an increase of 10 per cent in wages; also the same demand was made by the German Textile Workmen's Union, but both claims were refused by the Employers' Union. The manufacturers claim that the increasing difficulty in finding a market in Germany has necessitated the placing of their products on the markets of the world where competition with other countries, especially Switzerland, has made the sales territory contestable, hence they do not feel themselves in a position to advance the present wage scale.

The Employers' Union of the Rhenish silk industry has inquired of its several members the wages paid to weavers during the past year, in order to contradict the reports that a diligent workman could not earn more than \$3.57 weekly. In 33 mechanical silk mills belonging to the union in Crefeld, which employed 1,114 independent male and 642 independent female weavers during the year 1907, the average weekly wage amounted to \$5.61 for the male weavers and \$4.86 for the female weavers. The best third of the male weavers received an average weekly wage of \$6.45 and the best eighth of the female weavers received an average wage of \$5.50.

For the purpose of promoting the forestry industry in south Manchuria, the Chinese officials have engaged a Japanese expert from Tokyo to act as head master for the proposed school of forests at Mukden for a term of four years, with two Chinese gentlemen as his assistants; but owing to the lack of funds, the school has not yet been opened.

Demand the union label on all products.

World's Workers.

The conciliation and arbitration board governing the Scotch iron trade has agreed on a reduction in wages of 7½ per cent on account of the decrease in the iron business.

A strike of miners, which occurred at the Smith's Creek proprietary mine, Nymbool, Australia, in defense of the eight-hour shift, was settled by the management agreeing with the views the miners held on the matter.

In Austria, when an unemployed wage-earner cannot obtain work, he registers at a Government Labor Bureau, and he is supplied with food for himself and family by the Government until employment is found for him.

Some of the deluded immigrant girls, who are recent arrivals in New South Wales, are bitterly complaining of the untruthful statements of immigration agents in England respecting the wages paid for domestic service in Australia.

The Australian Minister for customs has decided that from May 15 the new regulation limiting the weight of sacks of corn to 200 pounds is to come into force, and a Commonwealth Gazette notice has been published to that effect.

Japanese divers at Thursday Island, Australia, are on strike against a reduction of wages. They have signed an agreement among themselves not to work under the terms offered them under a penalty of £25, or to be boycotted.

The Sydney (Australia) Coal Trimmers' Union has notified the interstate shipping companies, and the stevedores that they will not trim vessels whose inward cargoes have been handled by "free laborers," or the crews of the vessels.

In consequence of the proprietors of sawmills in New South Wales refusing to confer with the representatives of the Sawmill and Timberyard Employees' Union on the question of wages and conditions of labor generally, the latter is preparing a case for the Arbitration Court.

The anarchists and socialists of Rome, Italy, have called a general strike as a protest against the fatalities in connection with the recent disorders, when the troops fired on and killed three rioters and wounded fifteen others, four of whom were mortally wounded.

Sydney (Australia) Wharf Laborers' Union has requested the assistance of the Trolleyman, Draymen and Carters' Union in the fight against the Coastal Shipping Companies. The Trolleyman are sympathetically considering the situation in the expectation that the trouble will be soon settled.

In Austria mine owners are compelled by law to provide rescue chambers underground. Each room must be large enough to contain twenty-four persons, and is provided with tinned food and first-aid appliances. This is a wise and humane provision, and similar rescue rooms should be in every deep mine in Australia.

The recent conference in Melbourne, Australia, of shop assistants' delegates has taken a progressive step by federating branches of the union under the name of Shop Assistants and Warehouse Employees' Federation of Australia. It is intended to include in its ranks all persons engaged in any capacity in a warehouse, shop or office, wholesale or retail.

EUREKA, CAL.

The Pride O'Humboldt

Steam, Lager and Bottled Beer

BREWED BY
HUMBOLDT BREWING CO.,
EUREKA, CAL.

Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

CITY SODA WORKS

DELANEY & YOUNG,

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

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Baggage & Freight Shipped & Stored AT LOW RATES.

DAVE AGGELER, Proprietor
OFFICE, 119 D STREET
WESTERN HOTEL BLDG.
Phone Main 70 EUREKA, CAL.


HERMAN SCHULZE,

CIGAR MANUFACTURER.

Cigars at Wholesale and Retail.

439 SECOND STREET, COR. F,
EUREKA, CAL.

White Labor Only.



BOSS OF THE ROAD

OVERALLS Neustadler Bros. San Francisco Portland

INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

532 Second Street, Eureka, Cal.

SCANDIA HOTEL

H. WENGORD, Proprietor.

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Front Street, between C and D,
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FOR A GOOD CUP OF COFFEE OR A SQUARE MEAL

TRY

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

CITY OF COPENHAGEN

J. A. ANDERSON, Proprietor.

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\$5.00 PER WEEK.

Neatest and Cleanest Place in Town.
CORNER FIRST AND D STREETS.

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Clothing and Furnishing Goods

BOOTS, SHOES, HATS, CAPS, Etc.
UNION LABEL GOODS.

PORT TOWNSEND, WASH.

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Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on

WATER ST., PORT TOWNSEND,

Next door to Waterman & Katz, just around the corner from the Union Office.

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Wholesale and Retail Dealers in
LIVE STOCK, FRESH MEATS
AND VEGETABLES
Shipping Supplied at Lowest Rates.
PORT TOWNSEND, WASH.

Chas. A. Pragg, Mgr. Chas. E. Coon, Pres.

PORT TOWNSEND MERCANTILE CO.

(Inc.)

Wholesale and Retail

GROCERS

SHIPS PROVISIONED.

311-13 Water St., Port Townsend, Wash.
Warehouse: Bartlett Wharf,
Port Townsend, Wash.

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Wholesale and Retail Dealers in

GENERAL MERCHANDISE.

Complete stock of Ship Chandlery,
Groceries, Dry Goods, Seamen's Supplies
and Outfits, etc., etc. Honest
and fair dealing is our motto.

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Dealer in

Dry Goods, Clothing, Boots and Shoes,
Hats and Caps, Gents' Furnishings
and Sailors' Outfits.

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PORT TOWNSEND, WASH.

PORTLAND, OR.

WORKINGMEN'S STORE

Clothing and Furnishing Goods

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Union Label Goods.

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23 N. Third St. Portland, Ore.
Phone Clay 685.

WM. JOHNSON

Transfer and Storage Rooms

PHONE EAST 4441

33 Union Ave. Portland, Oregon

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Adams, Chas.	Johansen, K. F. -1677
Ahlstedt, And.	Jorgenssn, H. -1925
Akesson, H.J.	Jorgensen, Olaf
Alfsen, K.	Johansen, J. F. -1482
Andersen, E. -1149	Johansen, O. K.
Andreasen, O. S.	Johnson, H. L.
Anderson, Victor	Karlson, Oscar
Anderson, L. T. -735	Karlson, Victor
Anderson, Aug.	Kalning, Jacob
Anderson, H. M.	Kammer, A.
Anderson, A. -1520	Kelder, Edmund
Andersen, Chas.	Khalbetzer, F.
Anderson, O. -1531	Klaesson, Karl
Andersen, Andrew	Klahn, Chas.
Anderson, Olaf	Koppen, B. O.
Andersen, O. L.	Kristoffersen, Emil
Andersen, Eskil	Kristiansen, Gustav
Anderson, J. -1514	Kushel, V. J.
Andersen, Gus	Kummerlowe, O.
Andersen, J. -1492	Kuselue, Pete
Anderson, Axel P.	Lahn, M.
Andersen, C. -925	Larsen, Hans
Asplund, E.	Lacey, T. E.
Austin, M. M.	Larsen, C. J.
Barwa, D.	Larsen, C. -1932
Bade, A.	Larsen, D. -1947
Barry, M.	Laix, U. E.
Benghisen, I.	Larsen, F. -1098
Behrslin, J.	Langevort, C.
Becklan, J.	Lange, C.
Benson, J. E. -1454	Lauritsen, L.
Becker, Joe	Larsen, A. L.
Beckler, Joseph	Larsen, H. -1199
Bhom, Adolf	Leonhart, Alf.
Billington, M.	Lersten, J.
Birklund, R.	Lewis, Geo.
Blomquist, Hugo	Les, Oscar
Bohman, Eric	Linden, H. Van
Bohlman, W. -630	Lindman, H. A.
Brander, W.	Lindberg, Johannes
Brodin, J.	Lindberg, John
Brow, Frank	Lindberg, Aug.
Campbell, Geo.	Lind, Gust.
Carlson, C.	Lockey, Harry
Carlson, A. M.	Loterus, M. P.
Carlson, A.	Lortsen, J.
Capella, H.	Lundquist, A. -1352
Carlson, Jacob.	Luheck, R. A.
Cashineyla, Manuel	Luby, W.
Cameron, Fred	Lund, H. C.
Carl, V.	Lysell, Geo.
Cella, Ed.	Mason, S.
Cesner, Chas.	Mayers, P. M.
Christensen, Einar	Masterson, D.
Christiansen, P.	Markman, H.
Christiansen, Fred.	Meheut, Joe
Christensen, Otto	McSweeney, M.
Christoffersen, And.	McKenna, P. J.
Charleson, M.	McAdam, J.
Christensen, J. -965	Mitchell, C.
Clarkson, C.	Miklilt, E.
Courtney, Alf.	Mortensen, J.
Colby, Ernest	Morris, E.
Cortes, P.	Morse, Ben
Crentanl, Louis	Murphy, R.
Curran, Nicholas	Nass, Axel
D. R. F. No. 4	Nelson, E. -126
Danlensen, Ernest	Nilson, S. -731
Dinwood, J. H.	Newman, John
Donecks, C.	Nilson, C. J. -885
Dobell, E.	Nilson, M. -857
Doose, W.	Nilsen, And.
Eduardsen, J. -431	Nilsen, Nils. -827
Edvardson, John	Nilson, K. E.
Edelman, Gunnar	Nilson, M.
Elumke, W.	Norris, J. E.
Eklund, P. H.	Nordenberg, J.
Eklund, P. H.	Nyberg, Eric
Ellingsen, P. -568	Nyhaugen, Jullus
Elwood, Alf.	Nygren, B.
Elstad, John	Odley, H. S.
Emanuelson, L.	Olsen, Thor.
Engelhardt, Edw.	Olsen, C. O. -705
Eriksen, A.	Olsen, Albert
Eriksen, Olav	Olsen, H. J.
Erikson, Allen	Oisson, Otto
Eskola, H.	Olsen, Harry
Evensen, Arnt	Olsen, Christ
Evensen, E. -551	Olsen, Anton
Feldjl, J. A.	Olsen, G. E.
Fitzgerald, H.	Osses, A.
Flyn, J. P.	Osterholm, G. W.
Forslund, Wicher	Owens, J. H.
Follon, Thomas	Pankhurst, Thos.
Fredrikson, C.	Palmer, J. H.
Frankenberg, V.	Paulson, O. -1183
Frisland, Chas.	Paulson, Paul
Fyhn, A.	Pederson, Anton
Gad, Vincent	Pederson, K. -980
Garten, Olaf.	Pederson, T. A.
Gabrielson, Gust.	Pederson, M. -908
Garlsson, F. J.	Polson, Carl
Garners, H.	Polge, Louis
Garnier, Jas.	Pritch, Frank
Gad, Christ	Quade, P.
Gelsler, Johannes	Quetscke, R.
Gurstrom, F.	Rasmussen, R. -525
Gundersen, Andreas	Rasmussen, Fred
Gustafson, Rall	Reinick, H.
Gustafsen, A. W. -700	Reinmann, Chas.
Gunther, Richard	Richardsen, H. -597
Hagen, Chas.	Rose, W. H.
Hansen, Karl	Rommel, Anders
Hansen, H. C. F.	Rydquist, Chas.
Hardy, W. -606	Sampson, C.
Halberg, Oscar	Sande, A.
Hanson, W. -1620	Sauer, C.
Hanson, Maurice	Samuelson, A. M.
Hayden, Albert	Samuels, J.
Halversen, E.	Scott, E. G.
Hagman, H.	Schuhert, Max
Hahkonen, G.	Schuberg, F.
Hawkes, W. J.	Scherlau, Rob.
Hansen, Ole T.	Schmit, F.
Henninge, S. J.	Schafer, Paul
Hermansen, Frantz	Schultz, W.
Hilgesen, H.	Schulze, Aug.
Herre, Edmond	Sebelln, Chr.
Heggerson, Louis	Seddon, R.
Hovall, Paul	Shannon, H. C.
Holm, John	Shimonsen, B.
Haygaard, T. S.	Sivertsen, Anton
Holmes, T. A.	Sivertsen, S. B.
Haglund, R.	Slemers, B.
Hofslund, M. B.	Smith, Ed.
luersen, S. B.	Smith, J. A. W.
Jacobson, John A.	Smith, Ed.
Jacobson, Hans	Soyland, Arthur
Jensen, P.	Soderholm, Alarie
Jensen, Ludvik	Sovik, C.
Jorgensen, Alfred	Soenvecke, A. -1321
Johnson, J. -983	Staff, C.
Jorgensen, Wm.	Stander, A.
Johanson, Johannes	Stelne, I. L.
Johnson, C. -1592	
Johnson, J. A. -1659	
Johansen, H. -2126	

ABERDEEN, WASH.

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JEWELERS AND
CHRONOMETER
MAKERS.
Union Made
WATCHES AND JEWELRY
Cor. of HERON &
G STREETS,
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GRIGGS' HARDWARE STORE

SHIP CHANDLER,
PAINTS AND OILS.

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Prompt, Careful Service.

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Gents' Furnishings, Boots and Shoes,
Groceries and Notions.

We sell everything, and sell at right
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You know the place,
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STOCK OF

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SHOES, COLLARS, SUSPENDERS,
GLOVES, OVERALLS, SHIRTS.

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Exclusive Owner of "The Red Front."

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Harry Klemme, Proprietor.

First-Class Rooms at very moderate
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Cor. Queen and Richard Streets,
HONOLULU, H. T.

Storr, W. T.	Wallace, A.
Stenmark, J.	Wahlstedt, A. R.
Straton, W. Van	Wanons, Geo.
Svendsen, S. -1714	Walmer, E.
Syvertson, F. Froberg	Walrath, C.
Sysmanti, H.	Wahlstrom, A.
Taylor, Ed.	Wrrich, P.
Thomasen, R. -2184	Wilson, S.
Tiesing, E. A.	Witt, E. S.
Tongerson, K.	Wimmer, Geo.
Tornquist, M.	Winters, C.
Tuominen, A.	Wickblad, O.
Udley, H. T.	Woods, J.
Ustad, J. S.	Wylurg, E.
Yonger, O.	

Portland, Or., Letter List.

Ackerle, Ernst	Jansson, Joel
Berthelsen, Alfred	Johansen, F. B.
Bade, Alex	Johnson, Andrew
Borge, Sigurd H.-	Jakobsen, Ole
1568	Jensen, Peter
Brookman, Robert	Kone, Ernest
Bartels, Otto	Kirrvan, Milton L.
Bostrom, Nils A.	Laine, Frank
Behrens, Emil	Lewis, W. J.
Boose, Paul C.	Lette, Honore
Bakke, C.	Lerch, Paul
Connecke, Hugo	Le Sollen, Pierre
Coye, C. F.	Madsen, M.-1503
Cone, Pierre	Mikkelsen, Joseph
Dahl, John	McArthur, Chas. A.
Espensen, E. N.	Capt.
Eriksson, E. J.	Neuling, A.
Gustafson, A.	Nelson, Louis
Gunther, Richard	Nilsen, Edwin
Hilariou, Chas.	Peterson, Neel
Hogan, Paddy	Peterson, J. A.
Hogan, Berni	Pohlmann, Hans
Hansen, Hans-1250	Pettersson, John
Hansen, H.	Peterson, H.
Hansen, Geo. J.-1267	Smith, Henry
Helms, W.	Samuelson, Victor
Hansen, G. M.	Schmidt, Fritz
Hansen, Aidan	Turner, W.
Jensen, George Lud-	Wilkstrom, Anton
wig	Wilsen, Anders
Jahnke, Arthur	Zink, Karl

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYS

Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos,
Cutlery and Notions.

Store Closes at 6 p. m.; Saturdays at 10 p. m.

UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN
EMPLOYED.

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McCORMACK BROS.

ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.

NEW STORE—NEW GOODS

All our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store
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TACOMA, WASH.

812 FIRST AVENUE

SEATTLE, WASH.

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Where the Best
Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.

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Third and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

SEATTLE, WASH.**Change of Ownership Sale**

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

McCORMACK BROS.

812-814 First Avenue, Seattle, Wash.

THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT OUT-
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615-617 First Ave., Opposite Totem Pole,
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MARSHALL'S

NAVIGATION SCHOOL.

NEVER HAD A FAILURE.

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Flat K, SEATTLE, WASH.
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Res. Phone, Ind. X 7028.

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HATS AND
SHOES, at

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Dealer in

Clothing, Shoes, Hats and

Gents' Furnishing Goods

108-110 MAIN STREET,

Squire-Latimer Block, Seattle, Wash.

SEATTLE NAUTICAL SCHOOL,

Navigation and Nautical Astronomy

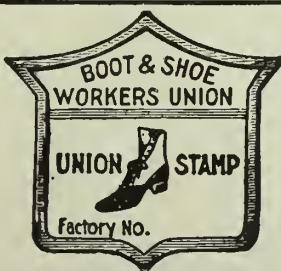
CAPT. W. J. SMITH, - - Principal

Graduate of Trinity Nautical College.
Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
license unlimited. Steam and sail.
American and British.

494 Arcade Bldg. Phone Main 3300.

Pt. Townsend Letter List.

Akesson, Hjalmar	Ligerbrains, Gastie
Aken, E.	Nilson, Hjalmar
Casey, J. W.	Niken, M. V.
Coakley, Timothy	Stackeasson, C.
Fernstrom, Sven	Stevens, W.
Kuhl, Herman	Svane, A.
Olsen, Alfred.	Weber, Ch. O.

**SHOES BEARING THIS STAMP**

are made by Union Labor and Fair Em-
ployers agreeing to arbitrate all differ-
ences.

Believers in Industrial Peace and
Fair Treatment of labor should ask their
shoe dealer for shoes bearing this stamp.

The product of Fair Employers and Fair Labor merits the pat-
ronage of all fair minded persons. Ask your dealer for Union Stamp
shoes, and if he can not supply you, write

BOOT AND SHOE WORKERS' UNION,
246 Summer St., Boston, Mass.

SMOKERS

See that this label (in light blue)
appears on the box from which
you are served.

**News from Abroad.**

Experts calculate that the sugar
crop in Cuba this year will be 550,000
tons less than in 1907, owing to the
drought.

Owing to an uprising among the
students President Figueroa of San
Salvador has closed the National
School of Dentistry, Medicine and
Pharmacy.

The Federal railroad tunnel through
the Ricken mountains, near Lake
Zurich, was completed on March 30.
Construction on the tunnel, which is
nearly five miles long, was begun four
years ago.

The Second Chamber of The Neth-
erlands Parliament has approved a
convention with the United States
under which American meats are to
enter Holland at a reduction of the
present import rates.

Thirty-six men, including Lieuten-
ant Middleton, the commander of the
torpedo boat destroyer Tiger, lost
their lives in the collision off the Isle
of Wight on April 2 between that ves-
sel and the British cruiser Berwick.

Japanese trade reports which have
been gazetted show that America
leads, with a total of 211,000,000 yen.
Of this amount imports were 80,000,-
000 and exports 131,000,000 yen.
China is next to America, with a total
of 144,000,000

Chief Secretary of Ireland Birrell
has introduced his Irish University
bill in the House of Commons. The
central idea of Birrell's project is to
found by royal charter two new uni-
versities in Ireland, with headquarters
in Dublin and Belfast.

Dissolution of the Finnish Diet was
decided upon at a recent conference at
Tsarskoe-Selo between the Czar and
the Finnish Secretary of State, Gen-
eral Langloff. The new elections will
take place on July 1, and the next Diet
will meet on August 1.

The Russian Government has re-
fused the request of Mme. Tschai-
kovky, wife of Nicholas Tschaikovsky,
the Russian revolutionist, for permis-
sion to take her husband from the
fortress of St. Peter and St. Paul to
a hospital, where he could receive
proper treatment.

Fifty members of the Russian
Douma have introduced a bill for the
increase of their salaries by the exten-
sion through the recesses of their
present sessional compensation of \$5
a day. They complain that the sum
they now receive is inadequate to the
St. Petersburg scale of living.

There are at present eighty-nine
cases of bubonic plague in the laza-
retto at Guayaquil, Ecuador, and many
others scattered throughout the city
in private houses. The Government
has issued a decree creating a com-
mittee of sanitation for Guayaquil, and
Dr. Lloyd has been put in charge of
the work of sanitation.

The Duke of Montebello has writ-
ten to French Premier Clemenceau,
asking for authorization to remove the
remains of his grandfather, the illus-
trious Marshal Lannes, from the
Pantheon, to the family vault in Mont-
martre Cemetery before the body of
Zola, "the insulter of the army," is
placed in the Pantheon.

The suggestion made by Canada
that there should be co-operation be-
tween Great Britain, India and Can-
ada for the prevention of the influx
of Indians into British Columbia, has
been sympathetically received in offi-
cial circles at London, and there is
every prospect that an arrangement
satisfactory to all concerned will be
reached.

Home News.

Appointment of women policemen is advocated by the Women's Democratic Club of New York.

Conventions between Japan and the United States and Japan and Great Britain, covering trademarks and patents, will be signed shortly.

The doors of the Broadway Savings Bank, of Toledo, O., were closed on April 2, following a run. Deposits of the closed bank amount to \$220,000.

Governor Broward, of Florida, has appointed Hall Milton of Marianna to succeed the late Senator William James Bryan in the United States Senate.

A bill to abolish capital punishment in the District of Columbia was introduced in the House of Representatives on March 28 by Representative Scott, of Kansas.

The German Emperor has expressed his willingness to receive Dr. Hill as Ambassador of the United States, and the recent diplomatic incident is regarded as closed.

Between fifty-five and seventy men lost their lives in two explosions in coal mine No. 1, owned by the Union Pacific Coal Company, at Hanna, Wyo., on March 29.

A quarterly dividend of 1 3/4 per cent was declared on April 3 by the directors of the Northern Pacific Railway Company. This is unchanged from the last previous quarter.

The proposition to build a new subway from the Battery to the Bronx, under Broadway and Lexington avenue, to cost \$60,000,000, was approved by the New York Board of Estimates on April 3.

The People's Party convention at St. Louis, Mo., on April 3, nominated: For President of the United States, Thomas E. Watson, of Georgia; for Vice-President, Samuel W. Williams, of Indiana.

Senator Carter of the Committee on Postoffice and Post Roads, has introduced a bill to establish postal savings banks. He stated that this measure was satisfactory to the Postoffice Department.

The New York Central Railroad system has announced the restoration on April 19 of the eighteen-hour schedule between Chicago and New York for its Twentieth Century Limited train. The schedule was temporarily abandoned, and then one hour was added to the running time.

The Grand Jury, at Raton, N. M., has returned indictments against Mayor T. F. McAuliffe and Aldermen J. J. Shuler, Thomas McBride, A. J. Boulette, Hendy Jones, Patrick Boyle, J. M. Sandoval and Samuel Raines for alleged extortion from keepers and inmates of disreputable houses.

High finance of a new kind was exposed in Judge Wells' court at Chicago, Ill., on April 3, when it was developed during the trial of Walter M. Cowell, charged with fraud, that securities for \$20,000,000, issued by the Wisconsin Insurance Agency Company, had been confiscated by the State.

Acting under orders from the Department of the Interior, Dr. Munro, Dominion immigration officer, and J. B. Harkin will install immigration stations at fourteen different points on the international boundary between the Pacific Coast and the Great Lakes. These stations are for the purpose of keeping out undesirables by rigid inspection under the new Order-in-Council.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Ackerson, Peter
Ahlborg, G. A.
Ahlborg, R. W.
Ahloff, Wm.
Akselson, Hjalmar
Akselson, Gus
Allen, Fred
Allen, James
Alquist, Oscar L.
Andersen, -1073
Andersen, Geo.
Andersen, Oscar
Andersen, John
Andersen, -1305
Andersen, H. A.
Andersen, -1520
Andersen, A. B.
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Turner, W. A.
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Maloney, Alex
Maynes, John
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Olson, C. -908
Paterson, Eric
Pedersen, Ina
Person, Hjalmar
Peterson, Axel
Peterson, Knut L.
Rehbeln, Ernest
Russell, Ed.
Schultz, L.
Tonge, N. W.
Vidot, Wilhelm

Ames, Geo.
Anderson, Albert H.
Bartels, Herman
Berger, Joseph
Bordahl, Ed.
Brown, John
Buchtman, F.
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Ekland, Sigurd
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Frick, M.
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Kolp, Otto Louis

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Lerche, Andrew
Lindroos, A. W.
Madsen, G. F. -1677
Maloney, Alex
Maynes, John
Nalder, George
Nelson, Chas.
Nielsen, Alfred -953
Ninsens, P. G.
Olson, C. -908
Paterson, Eric
Pedersen, Ina
Person, Hjalmar
Peterson, Axel
Peterson, Knut L.
Rehbeln, Ernest
Russell, Ed.
Schultz, L.
Tonge, N. W.
Vidot, Wilhelm

Andersen, Olaf
Anderson, S.
Armme, Walter
Bostrom, C.
Bredesen, John
Carlson, Oscar
Ekwall, Gust. A.
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Gustafson, Edner
Hjort, Kund
Ingebretnsen, Alfred
Jensen, Hans
Johansen, Hans

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Labor News.

Two hundred and fifty thousand bituminous coal miners struck on April 1 to enforce a wage settlement, under authority of the United Mine Workers of America.

On March 31 all of the coal mines in the Pittsburg (Kas.) district shut down by mutual consent of the miners and operators, and will remain closed thirty to sixty days.

An order has been issued by the Pennsylvania Railroad to discharge all the foreign workmen and to employ in their stead only native Americans or naturalized citizens.

A press dispatch announces that the railroad companies will need 300,000 men within the next sixty days at wages ranging from \$1.50 to \$2.50 per day, including board and transportation.

The general reduction of 10 per cent in the wages of New England cotton mill operatives which was recently decided upon, became effective on March 30 in mills employing 60,000 persons.

The joint convention of the Michigan coal operators and miners has agreed that the general scale of wages of last year shall continue in effect until March 31, 1909. The miners will continue at work.

The manager of E. H. Harriman's large estate at Arden, Orange county, N. Y., has received orders from Harriman that no more foreign labor be hired, but hereafter all help must be American.

Notices have been posted in several cotton mills at Utica, N. Y., to the effect that wages will be reduced 10 per cent, commencing Monday, April 13. The reduction will affect about 9,000 employes.

The Lackawanna Steel Company put 2,000 men to work on April 6. Half of these are skilled steelmakers and the remainder laborers. The company now has a total force of 4,500 men at work.

The Standard Steel Car Company at Hammond, Ind., closed down on April 2. A few weeks previously 800 men were dropped from the pay roll. The closing of the works threw an additional 1,200 men out of employment.

In accordance with a vote of the Sheet Metal Workers' Union, all union tinnerns employed in Spokane, Wash., quit work on April 1 because of the refusal of contractors to increase wages from \$4.50 to \$5 a day. About forty men struck.

Local 220 of the Western Federation of Miners, at Goldfield, Nev., by a vote of 90 to 25, declared off the strike on April 3 and will return to work beside non-union men. The miners demand the Tonopah scale, which is 50 cents a day less than their former wages.

John Mitchell, former President of the United Mine Workers of America, is one of the five Americans selected by President Roosevelt to be special guests of the big conference of State and Territory Governors to be held in Washington on May 13. The other guests are Andrew Carnegie, James J. Hill, Grover Cleveland and W. J. Bryan.

John Mitchell, former President of the United Mine Workers of America, called on President Roosevelt on April 3, and on leaving the White House said that the President had offered him the position of special commissioner to study and report upon labor conditions on the Panama Canal Zone. Mitchell declined the offer on account of poor health.

INFORMATION WANTED.
Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havlock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

With the Wits.

Worth Looking At.—"Say, mister," whined the hobo, "would youse gimme 10 cents for a bed?"

"Bring the bed around," replied the man at the front gate, "and I'll look at it."—Chicago News.

The Bliss of Ignorance.—Mrs. Caler—You surely don't give your husband a necktie every birthday?

Mrs. Athome—Oh, yes, I do! And the poor dear never notices that it is the same one!—Philadelphia Inquirer.

Here's to our wives!
They fill our lives,
Like busy bees, without honey;
They ease our shocks,
They darn our socks—
And spend most all our money.

A Heroine.—"How do you go to work to get one of those Carnegie hero medals?"

"Why?"

"Jack said he was dying for a kiss last night and I saved his life."—Houston Post.

Entirely Superfluous.—Mrs. Newed—I'm going to spread some poison on a piece of this angel cake and put it in the parlor where the mice will get it.

Newed—But why waste your poison, my dear?—Chicago News.

A Bad Fall.—"For goodness sake!" exclaimed mamma, returning from a shopping trip, "what's the matter with little Tommy?"

"'Tis a bad boomp he got, ma'am. Ye know ye told me I was to let him play on the pianny, and onct whin he was slidin' on the top of it he slid too far, ma'am."—Philadelphia Press.

He Answered Right.—"So," said Tommy's father, "you took dinner at Willie Stout's house today. I hope when it came to extra helpings you had manners enough to say 'No.'"

"Yes, sir," replied Tommy. "I said 'No' several times."

"Ah, you did?"

"Yes, sir. Mrs. Stout kept askin' me if I had enough."—Philadelphia Press.

Screened.—They sat in the dim parlor.

"One kiss," he pleaded.

"Nonsense!" exclaimed the pretty girl in a teasing mood. "Some one might see us."

"Who?"

"Why, the clock, for instance. That has a face."

"Yes, but that clock is as considerate as the moon that goes under a cloud. It keeps its face covered with its hands."—Chicago News.

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VOL. XXI, No. 30.

SAN FRANCISCO, WEDNESDAY, APRIL 15, 1908.

Whole No. 1060.

CONGRESS ON MANNING QUESTION.

SEVERAL weeks ago the Journal published a resolution adopted by the Sailors' Union of the Pacific, protesting against the passage by Congress of the bill H. R. 225, relating to the manning of steam vessels. The bill was passed by the House of Representatives on March 15. Following is the full report of the debate on the bill, taken from the Congressional Record of March 16:

Steamboat Crews.

Mr. GOULDEN. Mr. Speaker, I request unanimous consent for the present consideration of the bill H. R. 225. I ask that debate be limited to not exceed forty minutes, and at the end of that time the previous question be considered as ordered.

Mr. MANN. I think the gentleman better move to make his motion to suspend the rules.

The SPEAKER. The gentleman from Illinois objects. The gentleman from New York moves to suspend the rules and pass the following bill. The Clerk read as follows:

Strike out all after the enactment clause and insert:

"That section 4463 of the Revised Statutes of the United States be amended so as to read:

"Sec. 4463. Any vessel of the United States subject to the provisions of this title or to the inspection laws of the United States shall not be navigated unless she shall have in her service and on board such complement of licensed officers and crew as may, in the judgment of the local inspectors who inspect the vessel, be necessary for her safe navigation. The local inspectors shall make in the certificate of inspection of the vessel an entry of such complement of officers and crew, which may be changed from time to time by indorsement on such certificate by local inspectors by reason of change of conditions or employment. Such entry or indorsement shall be subject to a right of appeal, under regulations to be made by the Secretary of Commerce and Labor, to the supervising inspector and from him to the supervising inspector-general, who shall have the power to revise, set aside, or affirm the said determination of the local inspectors.

"If any such vessel is deprived of the services of any member of the crew without the consent, fault, or collusion of the master, owner, or any persons interested in the vessel, the vessel may proceed on her voyage, if in the judgment of the master she is sufficiently manned for such voyage.

"If the master shall fail to explain in writing such deficiency in the crew to the local inspectors within twelve hours of the time of the arrival of the vessel at her destination, he shall be liable to a penalty of \$50. If the vessel shall have been insufficiently manned in the judgment of the local inspectors, the master shall be liable to a penalty of \$100, or in case of an insufficient number of licensed officers to a penalty of \$500.

"Sec. 2. That this act shall take effect on July 1, 1908."

The SPEAKER. Is a second demanded?

Mr. MANN. Mr. Speaker, I think we better have a second, and I ask unanimous consent that a second may be considered as ordered.

The SPEAKER. Is there objection? [After a pause.] The Chair hears none. The gentleman

from New York [Mr. Goulden] is entitled to twenty minutes and the gentleman from Illinois [Mr. Mann] is entitled to twenty minutes.

Mr. MANN. I just demanded a second so that the gentleman might explain his bill, which has only recently been reported. I think no one knows anything about it except the gentleman and his committee.

Mr. GOULDEN. Mr. Speaker, House bill 225, accompanied by report 1226, amends section 4463 of the Revised Statutes, relating to the complement of crews of vessels and for the better protection of life.

That statute as it now exists is practically null and void, as the courts and the Department of Justice have declared it invalid. In 1892 this question came up in Norfolk, Va., as to the tug Piermont, before Judge Hughes, then sitting in the United States district court for the eastern district of Virginia. He ruled that the board of inspectors could not delegate its power to the local inspectors to fix the matter of crews of vessels. In 1903 a similar case arose and was referred to the Attorney-General, who gave an opinion practically upholding Judge Hughes. Hence the section 4463 could not be enforced and all fines on appeal had to be remitted. The proposed amendment unanimously reported from the Committee on Merchant Marine and Fisheries will make the statute a legal one, give the inspection service of the Government authority and make them responsible for the safety of passengers and property on the steamships of the country. The ill-fated General Slocum, in which more than a thousand lives were lost in 1904, and which occurred in the waters of my district, first called the attention of the country to this matter. As a member of the coroners' inquest, which sat for six days, I heard evidence showing the grossest criminal negligence of the officers and the board of directors of the Knickerbocker Steamship Company and the inefficiency and lack of knowledge of the officers and crews of the boats of that line, carrying from twenty-five hundred to three thousand passengers each. The mate on the Slocum was an unlicensed man and the crew roustabouts and loafers, picked up on the wharf, totally inadequate in number and without experience or character. When the vessel was beached on North Brothers Island they all jumped overboard and escaped, except the engineer, who stood by his post. Captain Van Schaick did the best he could with the poor crew, but he was made to suffer for the mean, miserly, incompetent management of the company, and is now serving a term of ten years in Sing Sing prison—that, too, at the age of 72. True, he was to blame for not insisting on a competent and efficient crew and proper devices for fighting fire and saving life. While the proposed bill does not, in my judgment, go far enough to safeguard human life on passenger vessels of the United States, it is a distinctive advance along right lines. Of necessity all legislation is more or less of a compromise; so it was with this measure. This is practically the fourth bill introduced by myself, and includes the one presented by my colleague from New York [Mr. Ryan], to whom the committee acknowledged their indebtedness. The salient features of that bill are engrafted in the pending measure.

This measure as now drawn meets with the approval of Mr. H. B. Walker, the president of all

the Atlantic coastwise and Gulf lines; of Capt. L. C. Nickerson, of the National Board of Steam Navigation; of Luther B. Dow, Esq., general counsel of the American Association of Master Pilots; of Harvey D. Goulder, Esq., counsel for the Lake Passenger Association; of Capt. William Livingston, president of the Lake Carriers' Association; of Mr. T. V. O'Connor, president of the licensed Tug Men's Association; of C. L. Warwick, national secretary of the American Association of Masters and Mates and Pilots; of Mr. J. J. Waters, of the Marine Engineers' Society; of the Commissioner of Navigation; of the Supervising Inspector-General, and others.

I would ask to have the report 1226 accompanying the bill read for the information of the Members of the House.

The Clerk read as follows:

The Committee on the Merchant Marine and Fisheries, to whom was referred the bill (H. R. 225) amending section 4463 of the Revised Statutes of the United States, having considered the same, report thereon with a recommendation that it pass with the following amendments:

Strike out all after the enacting clause and substitute the bill printed in italics.

The bill is reported after investigations by the committee covering three months, during which many representatives of steamship and steamboat companies and of organizations of licensed officers, engineers, seamen, and tug men of the seaboard, Great Lakes, and rivers were heard at length and questioned.

It is of the first importance that a bill shall pass at the present session of Congress fixing the number of licensed officers and crew necessary to the safe navigation of inspected vessels, and to secure that result the committee has confined itself to that subject. For this reason it was deemed best not to incorporate in the bill extraneous suggestions such as a statutory definition of "able seaman," somewhat after the British fashion, and similar matters not essential to this legislation, on which an expression of opinion is reserved.

The bill is approved by the Department of Commerce and Labor.

The bill is an affirmation of the principle of Federal control of navigation in the important respect, in which such control has been lacking, although essential, in the judgment of the committee and the Department of Commerce and Labor. Hitherto the laws have provided for the inspection of hulls, boilers, and engines, for life-saving and fire-fighting appliances, and for many of the mechanical details of a vessel. They have failed to provide adequately for the officers and crew necessary to man the vessel and to work its machinery and appliances. Section 4463 of the Revised Statutes, for which this bill is a comprehensive substitute, was enacted thirty-seven years ago, and imperfectly attempted to fix the number of officers and crews of passenger vessels. The Steamboat-Inspection Service has endeavored to supplement that law by regulations in the interest of safety, but these regulations have been declared invalid by the courts and by the Department of Justice.

The bill empowers the board of local inspectors of hulls and boilers to fix the complement of licensed officers and crew necessary for the safe navigation of each vessel of the United States, subject to Federal inspection, whatever be its

type—freight, passenger, towing vessel, etc. Vessels under 5 net register tons are usually outside the statutory definition of a vessel of the United States, are too small to require Federal prescription of the crew, and are accordingly exempt from the requirement proposed.

The local inspectors are the officers who inspect annually, and oftener if need be, the hull, boilers, machinery and equipment of each vessel subject to the inspection laws. They have an intimate acquaintance with the details of all inspected vessels in their respective districts, the trade in which they are employed, the hours of their navigation, the nature of the waters they traverse, and the amount of work on board. These local inspectors, accordingly, are the most competent Federal authorities to determine at all times the number of officers and men required on any given vessel.

The power bestowed by the bill upon the local inspectors is a large power, but the committee does not deem it practicable so to classify vessels by statute that the number of officers and crew could be fixed intelligently by act of Congress. To be just and practicable, such a general statute would have to be accompanied by a long list of statutory exceptions and special rules, which would have to be modified or added to, perhaps, at every session of Congress. In fact, the committee was requested to include in the bill special exemptions for freight vessels, a special twelve-hour rule for certain lake tugs, a rule for certain towboats on the Ohio, and other propositions were alluded to. Doubtless there was merit in some or all of these special suggestions, but the committee decided that such details can better be determined by local administrative officers knowing all the facts than by a committee of Congress. The powers vested in the local inspectors are safeguarded by an appeal from their determinations, first to the supervising inspector, and, if necessary, to the supervising inspector-general.

The bill, by bestowing upon local inspectors the power to fix the complement of officers and crew necessary to the safe navigation of any vessel, thereby also bestows in effect the power to regulate the number of hours of labor on ship-board. The bestowal of such a power of regulation, adapted to varying conditions as they exist on various types of vessels, in various positions on board such vessels, and on various waters, the sea, the lakes, and the rivers, marks a distinct advance in legislation in the interest of labor. Safeguarded, as proposed by the bill, that power can be exercised to secure justice both to labor and capital.

After a vessel has been inspected and the number of her officers and crew fixed, it is sometimes desirable by reason of change of conditions or employment to change the number of the crew. To meet such situations the bill provides that the change in the number of the crew may be made by indorsement on the certificate without requiring a new certificate and a new inspection throughout. Local inspectors may make this indorsement at other ports where a vessel may change her employment, as well as the local inspectors at the port of original inspection.

If for any cause a vessel about to depart is deprived of the services of an officer or other member of the crew without the fault of the master or owner, the vessel may proceed. The master, however, is required under penalty of \$50 to report such shortage of officers or crew as soon as practicable. If on such a voyage the vessel be insufficiently manned for safe navigation as to licensed officers, the master becomes liable to a penalty of \$500, or to a penalty of \$100 if insufficiently manned as to others of the crew. By a general provision of law (sec. 5294, as amended by the acts of December 15, 1894; March 2, 1896, and February 14, 1903) the Secretary of Commerce and Labor is empowered to remit or mitigate such penalties in meritorious cases.

Section 4463 of the Revised Statutes now reads:

"No steamer carrying passengers shall depart from any port unless she shall have in her service a full complement of licensed officers and full crew, sufficient at all times to manage the vessel, including the proper number of watchmen. But if any such vessel on her voyage is deprived of the services of any licensed officer without the consent, fault, or collusion of the master, owner, or any person interested in the vessel, the deficiency may be temporarily supplied until others licensed can be obtained."

Mr. GOULDEN. I yield to my colleague from New York.

Mr. RYAN. I want to ask the gentleman a question, and before I do that I want to read a paragraph or provision in a bill I introduced on January 13 at the request of Mr. T. V. O'Connor, president of the Licensed Tugmen's Protective Association (H. R. 13463). It is as follows:

"Local inspectors shall, when issuing a certificate, specify therein or thereon the number, class, or kind of officers and crew required to navigate the vessel with safety at all times, but should the master or owner desire to operate the vessel not more than twelve hours out of twenty-four in any one day, the local inspectors shall indorse on the certificate of inspection the number and class or kind of licensed officers and crew that are necessary for such reduced period of navigation."

Now, my question is this: Whether or not the bill as reported authorizes the local inspectors to give a certificate to the owner of a vessel who desires to operate it twelve hours out of the

twenty-four in any one day as to the crew and the character of licensed officers provided for in the section I have read?

Mr. GOULDEN. In reply to the gentleman, I refer him to page 3, line 9, of the pending bill, which reads:

The local inspectors shall make in the certificate of inspection of the vessel an entry of such complement of officers and crew, which may be changed from time to time by indorsement on such certificate by local inspectors by reason of change of conditions or employment.

That covers it, does it not?

Mr. RYAN. But you do not mention there the case of where an owner of a vessel desires to operate it but twelve hours out of twenty-four in any one day. Now, why was not that provision made? I want to say that I favor this bill, but I trust the language of it will cover the point I make, which I consider one of the most important provisions of the bill.

Mr. GOULDEN. That is covered in the clause I read a moment ago, which gives the local inspectors the right and power to make that change and to define the number of hours they shall be on duty.

Mr. THOMAS of North Carolina. May I ask the gentleman a few questions?

Mr. GOULDEN. With pleasure.

Mr. THOMAS of North Carolina. In the first place, is this bill unanimously reported from the Committee on the Merchant Marine and Fisheries?

Mr. GOULDEN. Yes; unanimously reported from the committee.

Mr. THOMAS of North Carolina. Does this bill include vessels under 5 tons?

Mr. GOULDEN. No, sir.

Mr. THOMAS of North Carolina. They are exempted?

Mr. GOULDEN. Yes.

Mr. THOMAS of North Carolina. As I understand it, the bill provides that the local inspectors shall have the absolute power and right to say just how many officers and how many men in the crew a vessel over 5 tons shall carry.

Mr. GOULDEN. That is correct.

Mr. THOMAS of North Carolina. Does not the gentleman think possibly that is putting too much power in the hands of the local inspectors?

Mr. GOULDEN. No; as there is a right of appeal.

Mr. THOMAS of North Carolina. To whom?

Mr. GOULDEN. To the inspector-general, finally.

Mr. THOMAS of North Carolina. But even with the right of appeal, I want to ask the gentleman from New York—of course I am interested in the matter, because I represent in part a coast district—does not the gentleman think we are giving too much power to the local inspectors, who already have a great deal of power?

Mr. GOULDEN. No; I think not. You must place the power and the responsibility somewhere, and there is only one place to put it, and that is in the administrative department of the Government, which has control of the matter. Some one must have the authority, and I know of no other place to put it.

Mr. THOMAS of North Carolina. Does the gentleman think this bill is in the interest of commerce and navigation, for the protection of life and property?

Mr. GOULDEN. Absolutely so; it admits of no question.

Mr. THOMAS of North Carolina. Is that the idea?

Mr. GOULDEN. That is the idea upon which this bill was framed and finally passed by the committee after a full consideration of the subject.

Mr. THOMAS of North Carolina. I had been a little apprehensive in reading it that possibly it conferred too much power upon the local inspectors.

Mr. GOULDEN. No; I think not.

Mr. DOUGLAS. It is better to have the power in the hands of public inspectors than to have it nowhere, or in the hands only of the owner and master.

Mr. THOMAS of North Carolina. I think there is a great deal in that, but as the gentleman can see, and as we all see who have read this bill, it puts a great deal of power in the hands of these local inspectors, and they already have a great deal of power. It may be a very good bill. This is the first opportunity I have had to examine it, coming up as it does in this way this morning.

Mr. GOULDEN. After giving it very careful attention, I will say to my distinguished colleague from North Carolina that I believe the bill is all right.

Mr. STAFFORD. Following the inquiry suggested by the gentleman from North Carolina [Mr. Thomas], I should like to ask whether the committee gave any consideration to the proposition to vest the preparation of the regulations in the Secretary of Commerce and Labor, based upon the character of the vessel, so as not to vest this autocratic power in one individual and so as to provide more uniformity of regulation?

Mr. MANN. I have no doubt this is a very interesting conversation over there, but I am very much interested in this bill, and I should like to have the gentleman from Wisconsin come back on this side, so that we may hear what is being said.

The SPEAKER. The House is in exceptional good order.

Mr. MANN. That is true.

Mr. STAFFORD. My question is whether the committee gave any consideration to vesting in the Secretary of Commerce and Labor the authority to compile regulations so as to have more uniformity? Under the provisions carried in the bill I can see nothing but a confusion in regulations, a difference in compliance with the law by reason of varying determinations by the local inspectors.

Mr. GOULDEN. We did give that serious consideration. We had four or five hearings by the committee, and gentlemen from all over the United States were heard, including gentlemen from the Lakes, and they favored this bill as finally agreed on by the committee. This is what they have suggested and recommended.

Mr. STAFFORD. Did the committee give any consideration to the question of having the Secretary of Commerce and Labor determine the smallest complement of men that would be required on a merchant vessel, rather than leaving it to the haphazard judgment of the local inspectors, who may have different views as to the needs of vessels and as to the safety which vessels require?

Mr. GOULDEN. The number of inspectors and the regulations would be fixed by the board.

Mr. STAFFORD. The board of inspectors have nothing to do with the fixing of these matters, the local inspectors fix it.

Mr. GOULDEN. The board of inspectors must prescribe rules and regulations. In my judgment, the bill puts the power and responsibility where it properly belongs.

Mr. STAFFORD. The local inspector has the right to determine the number of men required, and he prescribes the minimum number of crew and officers that must be on the vessel for the full protection of the lives of the persons and the vessel. I am seeking to ascertain whether the committee gave any consideration to the fact that the Secretary should compile some regulations making a minimum requirement according to the character of the vessel. I can not see why there should be the varying regulations in different parts of the country for vessels of the same character and tonnage. Under this bill you leave it to the varying judgment of the different local inspectors, and you will have no uniformity at all. The inspector of each different port will be the determiner according to his individual ideas.

Mr. MANN. Mr. Speaker, I do not seem to have been able to get an explanation of what the bill will do, or a comparison between existing law and what the bill proposes in the time which has been occupied by the gentleman in charge of the bill. And now in the hope that I may get an explanation of that sort so that we may know what the bill is, I yield to the gentleman from Ohio [Mr. Douglas] who has agreed to say what the bill will accomplish.

Mr. DOUGLAS. Mr. Speaker, I do not profess to be able to give to the House any very technical information in regard to this bill, but I listened to the hearings before the committee with a great deal of interest, and I felt convinced then that the bill was an entirely meritorious one, and I took considerable interest in a professional way in helping to lick it into shape.

Now, the statute of which this is an amendment by way of substitute provides that—

"No steamer carrying passengers shall depart from any port unless she shall have in her service a full complement of licensed officers and full crew, sufficient at all times to manage the vessel, including the proper number of watchmen. But if any such vessel, on her voyage, is deprived of the services of any licensed officer, without the consent, fault, or collusion of the master, owner, or any person interested in the vessel, the deficiency may be temporarily supplied until others licensed can be obtained."

Mr. THOMAS of North Carolina. Will the gentleman from Ohio yield?

Mr. DOUGLAS. Certainly.

Mr. THOMAS of North Carolina. The statute which the gentleman has read says "no steamer carrying passengers," and so forth, and this bill uses the words "no vessel." Now, does not the bill give the right to local inspectors to say how many licensed officers and how many men in a crew you shall put on a sail vessel as well as a steamer, while the old law applied only to steamers?

Mr. DOUGLAS. I will answer the gentleman in the same way that the Commissioner of Navigation answered me when I put the query. His reply was that any vessel of the United States subject to the provisions of this title—that is, title in the Revised Statutes in which this section was found and to the inspection laws of the United States, was an expression that was perfectly well known and recognized in the Department among navigators as one defining all steam vessels above 5 tons burden.

Mr. THOMAS of North Carolina. In other words, the bill only applies to steam vessels, and this language, "any vessel," would only apply to steam vessels?

Mr. DOUGLAS. Yes; subject to the inspection laws.

Mr. COX of Indiana. Mr. Speaker, I want to ask the gentleman this question, whether or not it is not a legal fact that inspectors have no control over sailing vessels at all?

Mr. DOUGLAS. None at all. The provisions of this title, being the language used in this bill, do not apply to sailing vessels at all.

(Continued on Page 11.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

WAR PAINTS ON NAVIES.

The colors of warships, like those of soldiers' uniforms, are now selected with a view to invisibility in actual service rather than for beauty or brilliancy. Only the United States adheres to a brilliant "dress uniform" for its ships, and even this is quickly exchanged for the somber service color in war time. A writer in *Cosmos* describes the present usage of the principal nations in this regard. He admits that the sight presented by the French squadron is truly agreeable to the eye. Armorclads and cruisers both have their hulls painted a brilliant black, on which the white line of flotation stands out; the superstructures, of a pale gray, do not appear too heavy despite their exaggerated development; the sparkle of burnished copper lights up the whole, and all seems happily contrived to please the eye. But, he adds, esthetic considerations should not have weight in such cases, and the colors of the French warships have the serious fault that they are visible at a great distance and that their silhouette stands out with precision against the horizon or the coast. This is a defect whose importance, from a military standpoint should not be underrated. He continues:

"England, since 1905, has adopted for the vessels a neutral tint, a mixture of zinc white and lampblack, whose effect is not pretty, but whose dull cloudiness blends most perfectly with a somber coast or with a gray sky and water that we see so frequently in the Channel and the North Sea. The change was a sudden one, for we remember the bright colors in which the English vessels once were decked—hulls of shining black, yellow funnels, white superstructures. All is now covered, from the tips of the masts to the water's edge, with the same dirty gray color, ugly, perhaps, but invisible.

"This is the shade that is generally approximated in other navies. The Japanese and Russian ships are a little lighter (the Russians kept their white paint through the whole Far Eastern war, while their adversaries sensibly assumed the gray at the opening of hostilities). The Italian vessels are a little darker. Germany has chosen a slightly bluish tint, with which she clothes her ships down to a yard below the waterline. Only the United States keeps the white in time of peace—a brilliant, shining white, a real paint de luxe, but in case of mobilization they are ready to paint their ships an ashen gray, as was done during the Spanish-American war.

"The differences, of slight importance, that are found between these different colors, come doubtless from the different conditions under which they have been tried. On the blue waters of the Mediterranean the most favorable tint is not the same as the mists of the north. Thus, formerly, a little before the visit to Cronstadt, the armored division of Admiral Gervais was painted the 'soiled linen' color—a mixture of black, yellow and white—which we afterward abandoned and which gave excellent results. Bernay, in *Le Yacht*, expresses the wish that we shall soon return to the path in which we once led others and from which we have unfortu-

nately strayed; and that our fighting ships may give up their varied colors to take on a coat less brilliant and more safe.

"For torpedo-boats and destroyers the conditions are no longer the same. These small craft are intended to operate by night, and the most neutral gray is visible at a very great distance in darkness. In the beam of a searchlight it produces the effect of a brilliant white. Opinions differ about the proper shade to be selected. England, Germany, Italy and Japan paint these vessels a dead black, while the United States and Russia prefer a very ugly bottle-green which, it would appear is still less easily seen than black, especially when the night is not perfectly dark."

COALING SHIPS AT SEA.

Another use for the cable is for loading and unloading ships in places where there is no harbor within two miles or so of the shore, as in many cases in South America; but a prettier use still, and one where no other mechanism can take its place, is in the passing of coal between two vessels, especially when both are moving at a rapid speed and the ocean is more or less rough.

The first marine cableway was successfully installed on the United States collier *Marcellus*, where twenty to twenty-four tons of coal an hour were transferred, two bags being carried on each trip, and the speed of the ships being from five to six knots at the time. The second trial was on the British collier *Muriel*, where thirty-five to forty tons an hour were transferred over a moderate sea and through a half-gale of wind to his majesty's ship *Trafalgar*, the battle-ship maintaining a speed from eight to eleven knots. Another experiment was made with the Russian battleship *Retvizan*, in which special electric hoists were designed by the General Electric Company to meet the requirements of the Russian navy. These had a speed of 1200 feet per minute for the full load, or 2000 feet per minute for a half-load. The best record was in the fall of 1906, when the royal Italian cruiser *Liguria* was coaled. In this case the cables were guaranteed for forty tons per hour, but actually passed sixty tons per hour, while the trial board reported the actual capacity as from seventy to eighty tons.—*The Engineering Magazine*.

One of the German steamship lines, on January 14, owned and operated 160 ocean steamships, having a total of 818,000 gross register tonnage and a crew of 12,000 persons. This company has now 7 steamships of a total of 62,000 gross register tonnage, in course of building. Its tonnage exceeds that of the entire seagoing merchant marine of each of the following countries: Spain, Holland, Italy, Russia, and Sweden. This great steamship line has been most influential in promoting Germany's export trade.

Holland butter is being imported into Chile and sold at 45 cents United States gold per pound, while the Chilean product is sold for 60 cents per pound.

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GEORGIAN BAY CANAL.

The engineer in chief of the Georgian Bay Canal survey has presented to the Dominion Parliament an extensive report of the year's work, which was largely confined to the French River between Georgian Bay and North Bay, a distance of 31 miles.

The approximate estimated cost of canalization of the French River is \$14,000,000. The plan of the Georgian Bay Canal contemplates a ship canal of a depth of 22 feet, and provides for the creation of three reaches between the Georgian Bay and Lake Nipissing by means of locks and dams, the lift of the locks varying from 22 to 24 feet.

The report also contains a general review of the whole scheme from Georgian Bay to Montreal, a distance of 440 miles. It is pointed out that the ascent from Georgian Bay to summit level is 99 feet, while the descent from summit level to Montreal is 659 feet, making a total lockage of 758 feet. This would be overcome by 27 locks, varying in lift from 10 to 50 feet. The report points out that the proposed canal would mean a great saving in distance from the interior to the British market. From Fort William to Liverpool via New York is 4,929 miles, while via the Georgian Bay Canal it would be only 4,123 miles, a saving of 806 miles in favor of the route via the Georgian Bay, Ottawa, and Montreal. The route is also described as practically a chain of deep lakes or wide river expansions, so that the construction of the proposed canal would involve the canalization of only 275 miles, leaving 357 miles of free navigation.

It is computed that the route will be about two days faster for each trip from the head of the lakes to an ocean port than any other route, apart also from its advantages in having an enormous superiority as to carrying capacity. This would naturally have a great tendency to reduce transportation rates on grain and other products and in case of congestion at the terminal elevators at Port Arthur and Fort William, before the close of navigation, the great depth of the waterway would enable the largest lake boats to reach an ocean port fully loaded without breaking bulk.

The geographical position of the waterway is also excellent, as it will be independent of all international waters, being fed at its summit by waters well within Canadian territory. Its northern latitude would also be of some advantage for the transportation of perishable foodstuff during the hot season as compared with the southern route through Chicago and the Mississippi River. The canalization of the Ottawa River will also be of distinct benefit by creating practically unlimited water power more than half developed, which will be available for all kinds of industries and from which a revenue could be derived.

One objection made by some of the opponents of the project, that it would freeze up sooner than the St. Lawrence, is met and controverted; but it is pointed out that even if the average closing of Lake Nipissing is two days earlier than Montreal, navigation could easily be maintained by a couple of steel-clad tugs.

Domestic and Naval.

The Urgent Deficiency bill appropriating \$2,000,000 for armor, etc., for vessels heretofore authorized, has been passed by the United States Senate.

Steamship companies operating between Brazil and European ports have been engaged in a rate war which has resulted in a victory for the Dutch line. The fare for a third-class passage at one time was as low as \$4.50.

After lying in the Delaware off League Island since last December, the schooner Harland W. Huston, sunk in collision with the Clyde liner Pawnee, was recently raised by the wrecking steamer Breakwater.

By refusing to substitute the House Ship Subsidy bill for the bill which has passed the Senate, the House Committee on Postoffices and Post Roads on April 8 practically put that question aside for this session.

The House Committee on Naval Affairs has voted to report adversely the bill to authorize the purchase of the Jamestown Exposition grounds and buildings by the Government to be used as a naval training and coal-station.

On her speed trial of four hours the United States armored cruiser Montana made 22.26 knots, according to a dispatch received at the Navy Department on April 6 from Admiral Clover. This is .02 in excess of her contract requirement.

The Naval Appropriation bill authorizing the construction of two instead of four battleships and eight instead of four submarine torpedo boats, and carrying a total appropriation of \$103,967,518 for the fiscal year ending June 30, 1909, was reported to the House on April 8.

By a sharp reduction in steorage rates from New York to Italian and Mediterranean ports announced on April 3 by the North German Lloyd Steamship Company, it is expected that another rate war between the transatlantic lines will be precipitated.

Under suspension of the rules, the House of Representatives on April 9, passed the bill to increase the efficiency of the revenue-cutter service. The bill raises the pay and relative rank of the number of officers, increases the pay of the enlisted force, and creates a retired list.

The Hamburg-American and the North German Lloyd companies have joined the White Star line in the cut in steorage rates between New York and points on the Mediterranean against the Italians. The fight in Mediterranean waters will not affect the arrangements recently made with the New York and North European lines.

Sixty-five hits out of sixty-six shots with a 12 by 21-foot target, at 1600 yards distance, traveling at a speed of ten knots, is the record of the United State cruiser Albany, now at San Francisco. The Albany holds the bronze trophy for the highest score in target practice ever made by any ship of her class in the American Navy.

One of the greatest mysteries of the sea of modern times was cleared up on April 9, when first tidings were received of the missing American ship Arthur Sewall. Of the crew of twenty-seven men only three were saved so far as known. One of these, George Baker, a Hawaiian, arrived at Philadelphia and related the story of the destruction of the Sewall by fire in September, 1907.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Pacific Coast Marine.

The hulk of the ill-fated schooner Berkeley, which burned at sea several months ago, has drifted ashore on the north end of San Miguel Island, Cal.

The historic Little Mail dock, at San Francisco, which for over a quarter of a century has berthed vessels of all nations, was destroyed by fire on April 5.

All the steamship companies operating vessels to Nome and the Arctic Ocean are preparing their schedules for the northern trade, which is due to open about June 1.

Representative McLachlan, of California, is busy interviewing members of the House Committee regarding the appropriation of \$500,000 secured in the Senate by Flint for the fortifications of San Pedro, Cal.

The coke laden ship James Nesbitt, ninety-seven days from Newcastle for Crofton, reached Royal Roads, B. C., on April 5. Some anxiety has been felt owing to the long trip made by the vessel.

J. F. Chlemens filed a libel in the United States District Court at San Francisco on April 6 against E. E. Lawrence, owner of the steamboat F. M. Smith, asking for a judgment in the sum of \$225 alleged to be wages due.

M. C. Harrison, as assignee of the claims of F. C. Hagerman & Co., filed a libel in the United States District Court at San Francisco on April 10 against the American schooner Lillebonne for \$562.33 for supplies, provisions and stores furnished.

There is a possibility that either the steamer President or Governor, now tied up in Oakland Creek, Cal., will be chartered by the Harriman water lines to take the place of the steamer Senator when the charter on that craft expires on May 1.

Captain Smith of the brig Geneva, which arrived at San Francisco on April 7 from Grays Harbor, reports passing some wreckage April 5 in latitude 41 degrees 55 minutes north and longitude 125 degrees 20 minutes west. The wreckage appeared to be the lowermast of a vessel with crossrees and rigging attached.

Word was received from Seattle on April 4 that Captain Moore, of the steamer Dora, had picked up three of the crew of the schooner John F. Miller on March 5. The John F. Miller was wrecked at Bear Harbor, Alaska, January 8. She was in command of Captain Kelton and was driven ashore at Ihatoek Peninsula in a gale.

The Ways and Means Committee of the House of Representatives has given instruction to have a bill drawn increasing the salary of the weigher at San Francisco from \$2000 to \$2500, also increasing the salaries of the deputy naval officer, deputy collectors of Customs and assistant appraisers. The committee also authorized a favorable report on the bill granting greater privileges in clearing vessels from Monterey and Port Harford.

Captain Ejnar Mikkelsen, who jointly commanded the Anglo-American polar expedition which sought to find an undiscovered continent in the Beaufort Sea, arrived at Seattle, Wash., on April 2, from the North on the Yucatan. Captain Mikkelsen's vessel, the Duchess of Bedford, was lost in the ice pack near Flaxman Island a year ago. He brings with him a great fund of information concerning the unexplored Beaufort Sea, and announces his purpose of fitting out another expedition to continue his search for land.

The big freighter Isthmian, which has been under construction at the Union Iron Works, San Francisco, for many months to the order of the American-Hawaiian Steamship Company, is now practically completed. The new craft is 385 feet long, 50 feet beam and her depth molded is 28½ feet. She has a draft of 26 feet, a displacement of 11,000 tons and her engines, which are triple expansion of the Scotch marine type, are of 3,000 indicated horse-power. Her cargo capacity is 7,000 tons, and she has a speed of twelve knots.

The ship Salem arrived at San Francisco on March 29 from Everett, Wash., having made the trip under her own canvas in four days, the fastest time ever made from that port to San Francisco by a sailing vessel. Many steamers have taken more than four days to make the trip, and the record of the Salem is considered marvelous. There was a stiff northwest wind blowing all the way, and the Salem crowded on all the canvas that the ship could stand to make good time.

Instructions have been issued by the Steamboat Inspection Service at Washington to Supervising Inspectors that when naturalized citizens apply for licenses as deck officers or engineers their naturalization papers must be sent to the Department for approval before the licenses are granted. The action has been taken on account of protests which have been made by American masters and engineers that in many cases licenses have been issued to applicants who had obtained naturalization papers by fraud and were not entitled to them.

Two wireless messages from the new Matson steamer Lurline were received at New York on March 30. The first message conveyed the information that the Lurline was 220 miles south

of Cape Henry and was proceeding at the rate of ten miles an hour. The second provided the news that the steamer at noon was fifty miles southeast of Bermuda. The Lurline is bound to San Francisco on her maiden voyage from Newport News. She was built for the Matson Navigation Company at Newport News, and will go into the trade between San Francisco and the Islands.

The steamship Yucatan, bringing thirty passengers and twelve officers of the wrecked steamship Saratoga, arrived at Seattle, Wash., on April 2. The officers of the Saratoga bring word that the vessel is in bad shape, and while outward the wreck was solid, it has begun to break up inside. Amidship the ship has begun to buckle up and a number of the bulkheads have been carried away. The wreck is down by the head, where a cargo of ore is stowed in the hold, and the propeller is out of the water, and the engine and boiler are reported ruined. Captain Schage, the chief engineer, two sailors and a cook are standing by the wreck.

Following is the reinsurance list, as posted at San Francisco on April 10: British ship Falklandbank, 154 days from Port Talbot to Valparaiso, 65 per cent; American schooner Rosemond, 64 days from Grays Harbor for Callao, 35 per cent; American ship Bangalore, 171 days from Norfolk for Honolulu, 10 per cent; German bark Prompt, 124 days from Tahiti for Hamburg, 10 per cent; Ship Everett C. Briggs, 111 days from Antofagasta for Newcastle, Australia, 15 per cent; Barkentine Joseph L. Eviston, 121 days from Haiphong for Newcastle, Australia, 35 per cent; Bark Joinville, 176 days from San Francisco for Ipswich, 15 per cent.

In a suit brought against the Rupert Steamship Company, at Aberdeen, Wash., by Phil S. Locke, S. K. Bower and Paul Smith, stockholders, the plaintiffs allege that the corporation is capitalized at \$85,000, the par value of the shares being \$1,000; that after a representative of the company had gone to the Great Lakes and bought the steamer A. G. Lindsey, she was brought round the Horn at great expense; that when she arrived at San Francisco she was libeled, and now her total debt is about \$33,000; that it will take \$25,000 to repair the vessel and put her in good condition; and that, for these reasons, a receiver is asked to take charge of the property of the company, the only property being this craft.

Captain Lane brought the old steamer Roma to San Francisco on April 2 after a passage occupying sixty-six days from Philadelphia. The only stop made was at Port San Luis to land a cargo of oil for the Union Oil Company. The Roma was built in the eighties at Sunderland, Eng. She was wrecked in the middle of her career at Galveston and it was then that the old British steamer passed into American hands. As a wreck she was bought by James Jerome, and her days will now be occupied as an oil bearer for the Union Oil Company. The Roma will hold when full 25,000 barrels of oil. She is of 2939 tons gross and 2164 tons net register. Her length is 308 feet 9 inches, breadth 40 feet 9 inches, and she is 20 feet 8 inches deep.

Beyond the drawing of plans for turning the steamers Ventura, Sierra and Sonoma into oil burners nothing definite has been done with regard to again placing them on the Australian route up to the present. Manager F. Samuels of the Oceanic line states that should the Ocean Mail subsidy bill pass Congress, the first thing which would be done would be to hold a meeting of the bondholders in the company, with a view to making further arrangements for running the line. Nothing had so far been decided as to what firms would be entrusted with the conversion of the steamers into oil burners, and it even was not certain that the conversion would be made, owing to the fact that an exorbitant price for oil was charged in Australia. The price of oil in Australia is, according to Samuels, 72s 6d. whereas it is only 26s 3d here. This item alone is sufficient to make the company pause before turning the steamers into oil burners.

Clothing, Furnishing Goods and Hats are sold at cost for two weeks only at the old store of Wallenstein & Frost, corner Van Ness and Golden Gate avenues. The firm will move down town to 824 Market street, near Stockton, about May 1.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

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PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 15, 1908.

UNDERMANNING BILL, PASSED.

On March 18 the JOURNAL published a resolution, adopted by the Sailors' Union of the Pacific two days previously, protesting against the passage by Congress of a bill (H. R. 225) ostensibly designed to increase the efficiency of steamboat crews. In the present issue appears in full the debate in the House of Representatives on the bill in question. It will be seen that the bill was passed on the day upon which the Sailors' Union protested against it; to be exact, the bill had already been passed before the Union acted upon it. In most instances the Sailors' Union is sufficiently alert to make its views known before the actual passage of a bill. The fact that in the present instance the protest of the Union was made too late for practical effect is due more to a procedure of Congress very closely resembling trickery, than to any lack of diligence on the part of the Union.

By way of explaining the trick here suggested, we refer the reader to the report of the Committee on Merchant Marine and Fisheries, accompanying the debate and published in this issue. It will there be seen that the Committee reported the bill "with a recommendation that it pass with the following amendments." Note the "amendments" referred to, as follows: "Strike out all after the enacting clause and substitute the bill printed in italics." Literally speaking, this means that the bill introduced by Representative Goulden and referred to the Committee was stricken out and an entirely new bill substituted therefor in the guise of an amendment! The terms of the original Goulden bill were familiar to the seamen of the country, and they had expressed their views upon that measure. Had the Goulden bill been reported by the Committee, the House of Representatives would have acted upon it with a knowledge of the seamen's views. As it is, the members of that body acted in entire ignorance of the seamen's views and very largely in ignorance of the bill itself, as is clearly indicated by the statement of Representative Mann: "I think no one knows anything about it except the gentleman and his committee." Judging by the tone of the subsequent debate, no one knew any more about

the bill at the end than at the beginning. Against this method of legislating even the most alert scrutiny of bills is unavailing. Public opinion, however general and pertinent, expressed upon a given measure, is more than likely to fail of application when that measure is reported with an "amendment" which practically and literally substitutes an entirely different measure.

The bill just passed by the House of Representatives is not, as Mr. Goulden suggests, a compromise; it is a surrender. More than that, the bill is a reversal of the principle upon which the original bill was framed. In a word, the bill, as passed, is not only valueless, but positively harmful. The bill introduced by Representative Goulden was based upon the theory, or rather fact, that in order to insure safety at sea, the existing law requiring that every steamer carrying passengers shall carry a "full crew, sufficient at all times to manage the vessel," must be amended so as to provide a certain standard of efficiency—that is, so many years of sea service. The bill passed by the House of Representatives ignores the question of efficiency, and even removes the obligation of a full crew sufficient to manage the vessel. The whole matter is placed in the hands of the local inspectors, upon the presumption that these officials will stipulate the proper manning requirements in the case of each vessel inspected by them. In view of the theory that the local inspectors are independent and disinterested officials of the Government, free to serve the interests of the public, such a provision seems sensible enough. But in view of the actual facts in the matter—chiefly in view of the dependence of the local inspectors upon the favor of the shipowners for appointment to and retention of their positions—the provision in question is utterly impracticable and absurd. Under the new law the manning system will remain much as it is at present. However, the new law will have one important result. It will relieve the shipowner from whatever responsibility was imposed upon him by the old law. The local inspectors will stipulate the number of men to be carried by a given vessel, and in event of an accident due to insufficient manning, followed by suits for damages, the shipowner will be absolved from all responsibility by merely proving that the vessel was manned in accordance with the orders of the local inspectors.

The mountain has labored and brought forth a mouse! The bill under consideration is the sum total of all the agitation on the manning question following the Slocum disaster. After all the talk that has been indulged in, the manning question is in worse shape than before. This result is unfortunate for the country and disgraceful to Congress. Yet that result is by no means surprising. The debate in the House of Representatives indicates a state of ignorance concerning the whole subject that would be laughable were it not positively painful. Judged by their own statements, not one of the members who participated in the debate seems to have the slightest glimmer of intelligence on the manning question. A debate upon that question by a class of grammar-school girls could hardly fail to indicate greater familiarity with the theme! After all the talk the bill was passed without division. The members of the House of Representatives are entitled to credit for one thing, namely, for their discretion (?) in refusing to record themselves individually upon a proposition that is absolutely senseless, if not actually dishonest.

LABOR MASS-MEETING.

In accordance with the suggestion of the recent labor conference, held at Washington, D. C., under the auspices of the American Federation of Labor, a great mass-meeting will be held in San Francisco next Saturday evening for the double purpose of protesting against the recent anti-labor decisions of various courts and urging upon the present Congress the enactment of laws which shall protect labor from the dangers thereby created. The meeting will be held under the joint auspices of the San Francisco Labor Council and the Building Trades Council. The Auditorium, the largest hall in the city, with possibly one or two exceptions, has been engaged for the occasion, and every indication points to a mighty demonstration in defense of free press, free speech and the right of organization.

Upon this occasion all local issues will be subordinated to the great principle at stake. The list of speakers is as follows: Hon. James G. Maguire, Andrew Furuseth, George A. Tracy, P. H. McCarthy, Walter Macarthur and John W. Sweeney. Wm. A. Cole, President of the District Council of Carpenters and Joiners of America, will preside. Among these speakers are men who in the past have contended in a more or less friendly, yet determined, manner for different principles and methods in the conduct of the labor movement. Probably these differences of opinion will continue in the future. For the present, however, all elements and factions are as one, brought together by a sense of common danger, their voices raised in unison for the cause to which all are irrevocably committed.

The meeting to be held in San Francisco on Saturday evening will be but one of hundreds, probably thousands, which will be held in every city and section of the country on the same day or within the following two or three days, and all for the same purpose. These gatherings of labor will express the sentiments of the masses upon the vital issues raised by the Judiciary, thus giving emphasis to the representations made by the labor conference held in Washington. The views of these meetings will be forwarded to Congress, with the object of apprising that body of the legislative needs created by the adverse decisions of the courts. This method of direct appeal to the Nation's lawmakers will remove all doubt as to the real attitude of the labor movement and its friends among the public.

What the result shall be, no man may say. One thing is certain, however. Having made its wishes known in the most direct and emphatic manner possible, labor will not hesitate to pass judgment at the proper time and in the proper way, according as the outcome shall be favorable or otherwise to the cause which labor holds dear.

Every trade-unionist and every other citizen of San Francisco who cherishes the freedom of our institutions should rally to the Auditorium meeting on Saturday evening, there to lend his voice and counsel in a cause as important to the present and future of the country and its people as any that has ever arisen in the history of the land.

The Standard Oil ship Astral recently discharged a white crew at Honolulu and shipped a Jap crew for the passage home—home to New York. Another evidence of the patriotism that animates the Trust! Of course, the Standard Oilers are in favor of legislation to "rehabilitate the American merchant marine." "Actions speak louder than words."

EXCLUSION POLICY SETTLED.

An article by Commissioner of Commerce and Labor Straus appears in the current North American Review, in which that official expresses the opinion that "the letter of the law (Chinese Exclusion), as expressed and enforced to-day, may not be so effectively and harmoniously in accord with the spirit of the policy as it might be." And this after more than twenty-five years of effort on the part of Congress to frame the "letter of the law" so as to express its spirit! Mr. Straus falls into error in this connection through his own misconstruction of the spirit of the Exclusion law. For instance, he says:

"The real purpose of the Government's policy is to exclude a particular and well-defined class, leaving other classes of Chinese—except as they, in common with all other foreigners, may be included within the prohibitions of the general Immigration laws—as free to come and go as the citizens or subjects of any other nation."

Nothing could be further from the truth. The real purpose of Exclusion is to exclude all Chinese persons, the exceptions being made out of deference to the "comity of nations." That purpose ought to be, and doubtless will be, strictly adhered to. Mr. Straus says that "little danger need be apprehended from a full and fair reconsideration of the subject and a recasting of the laws upon a juster basis. Indeed, a more opportune moment than the present can hardly be desired for reaching a better understanding with China on the subject of Chinese immigration, and for adjusting the letter to the spirit of our national policy of Exclusion."

This, coming as it does from the head of the Department of Commerce and Labor, suggests what may be described as the "irony of politics." Presumably it is the "commerce" half of the Department that speaks in favor of recasting the Exclusion Act. Mr. Straus ought to lose no time in consulting the other half of his title. The Exclusion policy, both letter and law, is settled. Better let it stay settled. To tamper with the Exclusion law at this late day is to monkey with a buzz-saw. Hands off!

The references quoted by Representative Goulden in support of the manning bill recently passed by Congress are strongly suggestive of the real nature of that measure. The shipowners who have indorsed the bill presumably know a good thing when they see it; but it does not follow of necessity that what is good for the shipowner is good for the public. In fact, the contrary is pretty clearly demonstrated by the record of legislation in maritime affairs. Under all the circumstances, it is not surprising that the members of the House of Representatives should accept, sans grano salis, the word of the very persons who are supposed to be adversely affected by the bill. The confidence displayed by the members of the House would be admirable if it were not pathetic.

All-hands to the Auditorium, corner of Page and Fillmore streets, on Saturday evening at 8 p. m. Lend your presence and your voice in defense of human liberty, or forever keep silent.

The Auditorium mass-meeting in San Francisco on Saturday next will be one of the greatest demonstrations in the history of the city. Come early and secure seats.

New York, April 9.—A suit brought by the Pennsylvania Sugar Refining Company to recover penalties of \$30,000,000 from the American Sugar Refining Company for alleged conspiracy to ruin the Pennsylvania Company, was dismissed in the Federal Court to-day. The Pennsylvania Company formerly was controlled by Frank K. Hipple, of Philadelphia, who committed suicide after his business ventures ended unsuccessfully. It is alleged that the American Sugar Refining Company secured control of the other company and then closed its plant.

The action was brought under the Sherman Anti-Trust Act and the Court ruled to-day that the complainant had no remedy under this Act, but stated that there should be legal redress for the minority stockholders of the Pennsylvania Company, as the complaint indicated that the American Company had destroyed that corporation to further its own interests.—Press Dispatch.

Another victory for the Sherman Anti-Trust Act! A few more victories of the same kind, and the fiction that the Anti-Trust Act is intended to affect trusts will be entirely destroyed. It is becoming plainer every day that the Anti-Trust Act acts only when applied to trade-unions.

Portland (Or.), March 28.—Armed sentries are passing up and down the decks of the Norwegian steamship Sommerstad, lying at Linnton, and refuse to allow any one to go on board or leave the ship without a written permit. Drastic measures have been adopted to prevent eight of the seamen from carrying out their threats of desertion.—Press Dispatch.

How's that for contractual slavery! The spectacle of armed sentries safeguarding the property, i. e., the crew of a ship lying in an American port is one that ought to stick in the craw of every rightly-constituted American. True, the Sommerstad is a foreign vessel; but that fact ought not to count in favor of the imposition of slavery anywhere within the United States. International treaties should be observed, of course; but the obligation, imposed by treaty upon the United States, to enforce the fugitive slave laws of other nations, is one that this country ought to object to and as quickly as possible abrogate.

Press dispatches announce the election of David S. Rose, as Mayor of Milwaukee, upon a platform of "personal liberty." We do not know exactly what Mayor Rose means by "personal liberty" (presumably it is something opposed to Socialism), but we do know that that slogan, considered in its general meaning, is one that will become more and more prevalent among the people who are opposed to the tendency set up by the "vested interests." We feel certain, too, that that slogan will be more and more successful in proportion as the public at large becomes familiar with the dangers that now beset the country.

The Sailors' Union of the Pacific has established an agency in Vancouver, B. C. The offices of the new agency are located at the corner of Carrel and Powell streets, rooms 1 and 2; Postoffice address, Box 1365. The agent, Comrade A. E. Simmonds, will be on hand at all times to attend to the wants of members in that locality. With this additional link in the chain, the Sailors' Union now covers the Coast from Hawaii to British Columbia, thus bringing us one step nearer the goal of "a union in every port."

Hear Judge Maguire, Andrew Furuseth and other speakers discuss the questions of "Government by Injunction," the Anti-Trust Act, as applied to trade-unions, and other issues now confronting the American people. Auditorium, corner of Page and Fillmore streets, Saturday, 8 p. m.

Demand the union label, as the surest means of overcoming the court decisions against the boycott.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Apr. 13, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping slightly improving.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Tacoma Agency, April 6, 1908.
Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, April 6, 1908.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, April 5, 1908.
No meeting; no quorum. Shipping medium, prospects improving.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, April 6, 1908.
Shipping fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland Agency, April 6, 1908.
Shipping still slack; prospects fair.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, April 8, 1908.
No meeting; no quorum. Shipping fair; prospects good.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, April 6, 1908.
Shipping improving a little; prospects uncertain.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Mar. 30, 1908.
Situation quiet.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 9, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Frank Addy in the chair. Secretary reported shipping medium. The report of the Quarterly Finance Committee, finding books, cash on hand and in banks correct, was read and adopted.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, April 2, 1908.
No meeting; shipping slow.
LEONARD NORKGAUER, Agent.

San Pedro Agency, April 5, 1908.
No meeting; shipping fair; prospects good.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, April 6, 1908.
Situation unchanged. Ice conditions are still unfavorable.

V. A. OLANDER, Secretary pro tem.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., April 6, 1908.
Situation quiet.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., April 7, 1908.
Shipping fair.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., April 1, 1908.
Shipping slow.

DANIEL SULLIVAN, Secretary.

DIED.

Carl Reinholm, No. 455, a native of Finland, aged 50, died at Seattle, Wash., on April 3, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

VESSELS LOST ON LAKES.

Boats Lost in 1905.

Boat	Capacity
Steel steamers.	Gr. Ts.
Lafayette	6588
T. W. Palmer	3,100
Etruria	6250
Sevona	4500
Vega	3200
Ira. H. Owen	2900
Monkshaven	2200

Steel Barges.

Maderia	7000
Minnedosa	2700

Wooden Steamers.

Hesper	2500
Yakima	3000
H. A. Hart	550
Linden	1450
George Presley	2800
Iosco	3000
Melbourne	800
Brickhead	600
S. E. Sheldon	1000
J. S. Fay	1400
Siberia	2200
Kaliyuga	2600
Appomattox	3200
R. J. Hackett	1300
Saginaw	600
George Spencer	1450
J. H. Outhwaite	1800
C. S. Parnell	2400

Wooden schooners.

W. H. Rounds	500
J. M. Hutchinson	1900
Pretoria	5100
Olive Jeanette	2500
V. K. Ketchum	3000
G. W. Robey	3000
Noquebay	1200
C. H. Burton	900
Vesta	500
Kingfisher	600
Yukon	3000
Tasmania	1700
Nervana	1200
Galatea	1200
Alta	1700
Mautence	1200
Ogarita	900
B. W. Parker	2700
N. Mason	900
Amboy	1300
H. Bisell	1000

Boats Lost in 1906.

Name of Boat	Capacity
Steamer.	Gross Tons.
Atlanta	1500
Erin	800
Bulgaria	2500
Grecian	3000
New Orleans	2000
J. H. Pauly	400
Gov. Smith	2000
N. Mills	500
C. D. Packard	1000
City of Concord	1000
Argonaut	1600
James Fish	1300
Strathmore	1600
Theano	2600
Resolute	600

Conemaugh	2000
Panama	2700
Hickox	400
Golspie	1200
Monarch	2000
C. B. Hill	2000
J. M. Nicol	2300
J. S. Jones .....	....

Schooners

Algeria	3800
M. I. Wilcox	700
Armenia	3800
Mabel Wilson	2500
R. Dowd	700
A. L. Potter	500
W. S. Crosthwaite	1300
Negaunee	1000
City of Toledo	500
William Grandy	500
Pasadena	2500
Ada Medora	600
May Richards	1000
A. Smith	1000
J. B. Comstock	700
Wayne	1300
S. H. Foster	1300
Vienna	300
West Side	600
Checotah	1300
Queen of the Lakes	500

Boats Lost in 1907.

Boat	Capacity
Steamer.	Gross Tons.
Arcadia	500
A. J. McBrier	500
Batchawanna	1500
Majestic	3000
Alex Nimick	3000
Cyprus	7500
Cormorant	1500
City of Grand Rapids	300
Spokane	3300
Lizzie Madden	1000
Monohansett	1000
City of Glasgow	3000
Fred Pabst	3100
Schooner	
Eric Stewart	700

LAUNCHING OF HARTWELL.

The 10,000 ton bulk freight steamer Fred G. Hartwell was launched at the yards of the Toledo Shipbuilding Company on April 4. The vessel is being built for the Mutual Shipbuilding Company, of which G. A. Tomlinson, of Duluth, is manager.

The Hartwell is 504 feet keel, 524 feet over all, 58 feet beam, 80 feet deep and is fitted with sidewater ballast tanks, has 15 24-foot center hatches, two screen bulkheads, three cargo holds, and is of deep beam construction. The motive power consists of quadruple engines with cylinders 20, 29, 42, 61 and by 42-inch stroke, three cylindrical boilers 12 feet 6 inches in diameter and 12 feet long, fitted with forced draft for a working pressure of 210 pounds of steam.

The ship is designed to carry 10,000 gross tons on a speed of 11½ to 12 miles per hour loaded. The company expects to have the machinery installed and running in about one week's time, and the ship ready for her owners in about two weeks.

RULES WILL BE ENFORCED.

The little steamer Maine and tow did something else besides opening the 1908 season of navigation between the St. Clair River and Lake Erie. They broke the rules for navigation of the St. Clair Flats canal by coming down through the east channel, which is for the use of upbound boats only. This desperate infraction was reported to Lieutenant Col. Townsend, United States engineer at Detroit, by Custodian Horace Smith at the Flats, and a letter was sent promptly to the owner stating the rules for the movement of vessels through the ship canal would be rigidly enforced, and the owner was invited to make explanation of the captain's fall from grace. Apology has been made, and the "break" will be overlooked. It is probable that the captain, knowing that his was the only craft in motion for miles, came down through the east cut without thought of the rules.

The United States Lake Survey office at Detroit has issued a new edition of the chart of the Straits of Mackinac on a scale of a little better than half an inch to the mile.

The original surveys in this important vessel roadway were made more than fifty years ago. The recent work of the lake survey steamer search showed up a number of dangerous obstructions, and these are shown in the new edition.

The attention of mariners is called to the lone rock southeast of Manitou Paymen shoal, and to the shoal water off the mouth of the Brevoort River and off Point Aux Chenes.

The new shoals in the vicinity of Cheboygan and off Cordwood Point are important. On account of the discovery of these last shoals, the sailing course through the Straits has been moved to the northward, and this has changed the Lake Huron and Lake Michigan courses converging here.

Many names along the north shore have been brought up to date and many added. The chart shows more compass roses than the last edition. The marginal latitude and longitude scales are divided into minutes. A table of magnetic variation has been added.

The Milwaukee Evening Wisconsin recently said: Fifty years ago to-day the news that the Straits of Mackinaw were free from ice caused captains of the Milwaukee grain fleet to take out their clearance papers. The outgoing schooners and the cargoes were: Berlin, 9,112 bushels of wheat, 1,000 barrels flour; Norway, 5,194 bushels wheat, 1,080 barrels flour; Milwaukee Belle, 5,850 bushels wheat, 2,325 barrels flour; William J. Whaling, 15,013 bushels wheat, and schooner Nonpareil, 12,200 bushels wheat. The schooners Driver, Mahoning and Republic, all grain laden, were also ready to start out.

There were only four steamers left at Conneaut on April 5. The others, namely, the Corsica, Maritana, Fulton, Messaba and Griffin, have sailed for Lorain to undergo extensive repairs. Those remaining are the steamers H. W. Smith, D. G. Kerr, Watatam, and Ericsson.

WORK ON NEW CHANNEL.

Work has begun on section 2 of the new Livingstone channel in the lower Detroit River. The first load of stone to be used in constructing the dam which will enable work to be done in the "in the dry" was dumped in the river near Stony Island.

Grand Smith & Co. & Locher hold the contract for this section, and it will take three years or more to complete it, at a cost to the Government of \$1,600,000. The contract covers a distance of 8,000 feet down the river, beginning at the old Canada Southern bridge to Stony Island. Half of the contract will be done "in the dry" and half "in the wet" or by dredging. The Dunbar & Sullivan Dredging Co. will perform the subaqueous work.

C. H. Locher, of the firm holding the contract, will have personal charge of the big job, and after this week he will make his headquarters at Stony Island.

It is the purpose of the firm to employ from 250 to 300 men on the big contract, and to accommodate them a village will be erected on Stony Island. Upward of two-score structures for single laborers will be built. Included in the village will be a school building, a store, a structure to be used as a church, and a big power house in connection with the compressor plant. This plant will have 1,000 horse power.

Mr. Locher's firm has just completed the big contract at West Neebish, St. Mary's River, and quite a number of his employes will remain with him and remove to Stony Island. As soon as ice conditions permit the outfit used at West Neebish will be moved on steam barges to the new location. Five dump scows have been built at the yard of W. H. Oades, Detroit, and are ready for delivery.

In building the big dam which will be required to do the work "in the dry," Stony Island will form one side, while two sides will run out in the river, one up stream and the other down stream. The fourth side will run nearly parallel with the present channel in use by Lake vessels.

The new channel when done will be 300 feet wide and 22 feet deep. In doing the work, however, it will be necessary to provide a dry space more than 4,000 feet long and 1,200 feet wide.

FIDDLED ACROSS THE SEA.

Henry Berchman, a seventeen-year-old New York boy, fiddled his way across the Atlantic on the steamer Kaiser Wilhelm der Grosse. The boy was sent abroad to study the violin three years ago. His father sent him a remittance to come home on the Kaiser but the money went astray, and the boy, knowing that his parents would expect him home on the Kaiser, boarded the vessel at Bremen. After the ship was well away from port the lad, carrying his violin, made known his presence. He explained to the officers that his father would pay his fare on his arrival, but that if that was not satisfactory, he would like to work his way over by fiddling. Permission was given to him to fiddle away and as a sort of official fiddler he came across gratis.

Conneaut Sub-Agency opened April 1, just in time to catch "pay day" on the car ferries.

MARINE ITEMS.

About 15,000 cords of pulpwood are waiting at the docks in Two Harbors for transportation to Lower Lake ports with the opening of navigation.

South Haven is to have expended on its harbor at once \$225,000 granted by Congress five years ago. The money has been held up until certain conditions were fulfilled. The conditions have now been modified and the work will go on.

Judge Swan, of Detroit, has given the order of sale for the steamer Samoa, of the Teagan fleet, on April 14. Libels on the boat amount to about \$3000. The barge Clint, also of the Teagan fleet, is still in the hands of the United States marshal. The Samoa is 205 feet long and 34 feet beam.

The Canadian Government has issued notice to mariners on the Great Lakes, through the Hydrographic Office, that the following storm signal stations will be maintained by the Government of Canada on Lake Superior during the coming navigation season: At Sault Ste. Marie, signal mast on the Government wharf, with electric light; at Port Arthur, signal on the inner end of the Government wharf with electric light; at Ft. William, signal mast on the northern bank of the river, near its mouth.

Postage stamps valued at upward of \$100,000 forming a consignment in process of shipment from New York to Newfoundland have been washed ashore at the island of Cuttyhunk from the wreck of the steamer Sylvia. The stamps are of the current Newfoundland issue. They came ashore in a single box which was cast aside by the male wreckers, but was quickly seized by the women. Many sheets of the stamps have been given away and some are said to have been sold. They are in 2 and 5-cent denominations.

Captain Fred Trotter, of Amherstburg, has purchased the tug Owen from the Reid Wrecking Company, of Sarnia, and it is understood that she will be used as the patrol boat at the Limekiln Crossing this season, flying the "Blue Peter" of the Canadian Government.

The tug was bought by the Reid Wrecking Company at United States marshal's sale, at Detroit two years ago, and now is at Sarnia. She was rebuilt at the Oades yard at Detroit and was libeled for the bill, and bid in by the Sarnia firm. The tug has no boiler, and a new cabin must be constructed. The engines are in her and in good shape. The Owen was built at Detroit in 1881, and is 61 feet long and 16 feet beam.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.

TONAWANDA.

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johansson, Carl
Anderson, Oskar	Johnsen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johansen, Martin
Anderson, Adrian	Jenssen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentzen, Albert	Kazlaski, Michael
Bentson, Abraham	Karlson, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Leiesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larson, C. E.
Bentete, William A.	Lavon, William
Burgess, James	Leinstad, Olof
Breman, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Molseberg, Otto
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WAGES IN JAPAN.

The rapid increase in wages is hitting the new Japanese manufacturers in their most vital point. An attempt was made to obtain cheap labor last year by importing a number of Chinese coolies. The Government quickly intervened and had the coolies expelled, with the accompaniment of considerable indignity and suffering. Japan has no hesitation in protecting herself from cheaper labor, although she objects to America having similar protection from her people.

The labor question raises yet another issue. Japan's success as a manufacturing nation has so far been largely due to the low wages of her toilers. The cotton mills, with an unlimited supply of women workers at 5 pence a day and children at a few pence per week; the factories with skilled men earning an average wage of 60 sen (15d.) a day, are able to turn out goods very cheaply. The Japanese workingman, in the opinion of all competent authorities, is not nearly so capable a handler of machinery as the European. Generally speaking, it takes two Japanese men to do the work of one European where much machinery is used. Japanese deftness lies largely in handicrafts.

So long as human material was cheap this did not matter much. But now we have labor appreciating all the time, until in some districts known to me 2 shillings a day has to be paid. Firms that land goods at Japanese ports are already becoming loud in their complaints of the cost of handling freight. The Japanese manufacturer thus finds his labor bill growing larger, while his direct taxation is double or treble what it once was.

At the same time a new commercial rival is arising. The factory system is being introduced into parts of China, especially around the Yang-tse valley, and the Chinese are beginning to produce on a considerable scale certain lines of goods in competition with Japan. In China labor is still paid a minimum wage and taxation is low. The Chinese worker is at least equal to the Japanese. What China has lacked up to now has been Government direction and skilled Government aid in finance, in securing cheap freight and in getting and keeping customers. Dear labor and high taxation threaten Japan more nearly and more seriously than any armada from foreign lands.

It must not be forgotten that the Japanese trader will always have, whether labor is scarce or plentiful, one great source of strength at his back. The most efficient trade organization of Japan is the Government itself. It opens up new markets, it backs up manufacturers and merchants in every possible way, and it fosters industry after a manner which economists of the old school would term dry nursing. It has commercial pupils all over the world seeking information, and this information is fully put at the disposal of the right parties. Its Consuls are the advance agents of commerce. Its highest statesmen interest themselves in trade triumphs. Japan believes and acts on its belief, that successful commerce is essential to national existence.—London Daily Mail.

The American Locomotive Company, of Richmond, Va., has just set up 80 locomotives and 2 steam shovels for the South Manchurian Railway at Dalny.

SUPREME COURT AN ISSUE.

Since the President to be chosen this year will have the appointment of successors to at least two, and probably four, of the nine Justices now sitting on the Supreme Bench of the United States, the personality, temperament and convictions of the new President with respect to the Constitution of the United States and our co-ordinated form of Government will have an important bearing on the course of events in this country in the near future.

The Supreme Court is the tribunal of last resort in which the accepted meaning of the Constitution is declared. The Army and Navy of the United States are behind its decisions. There is no appeal except to violence.

Equally with the convention of 1787, the Supreme Court has made the Constitution what it is. All through the formative period of our history under that instrument conflicting views of the powers granted to the Federal Government and of those reserved to the States were passed upon by the Supreme Court, and its decisions stand as part of the Constitution itself. Chief Justice John Marshall had more to do with making the Constitution what we now understand it to be than any member of the convention which framed it. The Court's decisions of controverted questions of the Constitution's meaning have by no means at all times been universally received as the perfection of judicial wisdom. In John Marshall's time they frequently evoked bitter criticism and angry protest; but the decisions stand. In the main they have been right. Every ripe student of our system of government recognizes in the Constitution as framed by the fathers and interpreted by the Supreme Court the best instrument of government ever devised by the mind of man.

But by President Roosevelt's plan of "constructive jurisprudence" the Supreme Court could read into the Constitution a meaning which would destroy State governments and make of the President an autocrat. With half the Court soon to retire no man holding President Roosevelt's views can be safely intrusted with the power to appoint their successors.

It is a point on which all candidates for Presidential nomination should declare themselves. Are the Republican candidates for the Constitution as it has been interpreted for us by an illustrious line of American jurists, or are they for revolution by constructive jurisprudence?—that is, by arbitrary and lawless use of the judicial power.—St. Louis Republic.

RAILWAY THROUGH THE BALKANS.

A new important railway through the Balkan Peninsula is the satisfactory result of the Austro-Hungarian traffic policy. Up to now Turkey has combined all her efforts for making Constantinople the terminus of all lines through the European territories, so as to concentrate the whole traffic from the European continent to Asia Minor and beyond in the city of the Bosphorus. Understandable as this aim is from political and economic grounds, it has the disadvantage that very long transports by rail are required for goods destined to Asiatic Turkey. The geographical advantage of the port of Salonica for shortening the land

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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transports for all goods with Southern Turkey, the archipelago, the coasts of Asia Minor and Greece was not made use of because the Turkish railways through Macedonia end abruptly at Mitrovitza, south of the Albanian mountains. Now that the Sublime Porte is financially placed in a position to suppress the Macedonian outrages, a direct railway from Central Europe to Salonica is a promising enterprise. The Austro-Hungarian Government has already built its Bosnian railways with a view to lengthening the eastern line through the Turkish territory around the Albanian mountains as far as Mitrovitza. Permission has just been asked of the Sublime Porte to construct this missing link. When it will be finished Salonica will recover its ancient commercial importance as the natural staple port for the greater part of the Aegean Sea. Not only Vienna and Bosnia, but also Venice and Trieste will be greatly favored by this continuous railroad from the north of the Adriatic Sea to Salonica.—Viennese Letter in Continental Correspondence.

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CONGRESS ON MANNING QUESTION.

(Continued from Page 2.)

Mr. COX of Indiana. I would like to ask another question, whether or not under the old law, Section 4463, as it now exists, there is absolutely no power whatever in that section of the statute that enables the inspectors to insert in the certificate anything about the complement of officers?

Mr. DOUGLAS. That is exactly, Mr. Speaker, what this bill does. As the author of the bill said before the committee and as he said upon the floor of the House, the bill, in my judgment, does not go far enough, but it certainly is a step in the right direction, because it seems to me that the language of the old bill, simply that they should have a full complement of licensed officers and crew, was insufficient. Who was to decide what a full complement meant? Now, we take it out of the power of the owners to say what a full complement shall be and put it into the hands of an inspector of the Government.

The SPEAKER. The time of the gentleman has expired.

Mr. MANN. Mr. Speaker, before yielding any further time I would like to call the attention of some gentlemen upon the committee who reported this bill to this fact: As the law now provides—I believe that law is held invalid—the number of the crew may be fixed by the regulations of the board. Is not that the case?

Mr. DOUGLAS. I have not been able to find any such law.

Mr. MANN. This bill proposes to leave to the local inspector in the different districts the full authority to declare the number of licensed officers and the number of the crew. It may be one thing in one place and another thing in another place. The local inspectors may give preference to this or that man as to the number upon his vessel, for a consideration, and that is not an unheard-of anomaly in public affairs. He may put a captain out of business against whom he has any grudge.

Mr. COX of Indiana. I would like to ask the gentleman a question.

Mr. MANN. Oh, let me talk for just a minute. That side of the House has been talking now for twenty-five minutes, and we have gotten no information from them. I do not expect that you will get anything from me, but I hope that what I say may draw some information from somebody else on this bill. Here is a proposition permitting the local inspector to fine a vessel as he pleases—\$100 if the vessel shall have been insufficiently manned in the judgment of the local inspector. The master shall be liable to a penalty of \$100, of a penalty of \$500 in reference to the officers. That is conferring a bureaucratic power which does not exist, I dare say, anywhere else in the Government. It proposes to extend bureaucracy beyond the most imaginative conception of it in the past.

Mr. HUMPHREY of Washington. Will the gentleman yield for a question?

Mr. MANN. In a second. Now, if the gentlemen who have reported this bill can explain in what way the interests of the master, the interests of the owner, are guarded against the unlawful control by inspectors, who may or may not be after graft, I would like to have some of them explain it, and I would be glad to yield some time for that purpose.

Mr. FITZGERALD. Will the gentleman yield for a question?

Mr. MANN. Yes.

Mr. FITZGERALD. This bill provides there may be an appeal from the inspector when he fixes the number of licensed officers and crew that a vessel may have. Is there any provision that the gentleman has been able to find which provides for an appeal from the determination of the inspector fixing the penalty if the vessel comes in to a port and is, in the opinion of the inspector, inadequately manned?

Mr. MANN. Why, there is no appeal under this bill. Not only that, but the gentleman reminds me that the bill provides that the number of licensed officers and crew is to be fixed as may suit the judgment of the local inspectors. I do not know whether there are any licensed crews now or not. The gentleman from New York, in charge of the bill, complained that the Slocum was manned by roustabouts and that this bill would cure that trouble. I take it from that that this bill proposes that the crew shall be licensed. In that respect it is a change of existing law. They have changed the language of the law. The law as it now reads provides for licensed officers and a full crew. Perhaps the gentleman wants to get rid of the words "full crew" and therefore leaves out that term.

Mr. STAFFORD. What is in the law which would correct the conditions that were present in the case of the Slocum disaster, in case there was graft on the part of the owner or the master, as the gentleman suggests might happen, in collusion with the local inspector?

Mr. MANN. In order that that question might be answered, I yield two minutes to the gentleman from Washington [Mr. Humphrey].

Mr. DOUGLAS. Before the gentleman yields let me ask him a question. Does not the gentleman's whole argument depend upon the assertion that there is somewhere now in the statute a board provided for which shall make this regulation? The gentleman is misinformed. There is no such statute that I have been able to find. In other words, it is left now to the master.

Mr. MANN. I yielded to the gentleman four

minutes of my time on that side, and now he wants to give the information which he did not give in his four minutes. I yielded two minutes to the gentleman from Washington [Mr. Humphrey].

Mr. HUMPHREY of Washington. The object of this bill can be stated in two or three sentences. Heretofore the board in Washington, the supervising board of inspectors, had power to fix the number of the crew that a vessel shall carry. They delegated that power to the local inspector. The courts have recently decided that they could not delegate that power, and this bill is to give the local inspectors the power that they have been exercising for many years, that was attempted to be delegated to them by this supervising board. Now that is all there is to this bill. If any man feels himself aggrieved by the act of these inspectors he has the right to appeal to this board and from there to the Secretary of Commerce and Labor.

Mr. COX of Indiana. Does not this proposed bill try to give the identical relief that the local inspectors have been trying to give heretofore for the last ten or twelve years without any statute to back it up?

Mr. HUMPHREY of Washington. That is the object of this bill, namely, to enact into law what has been the custom for many years. Replying to the inquiry of the gentleman, and to the inquiry of the gentleman from Wisconsin [Mr. Stafford] also, in regard to the fixing of this power with the local inspector, I will say that it is impossible for the supervising board to sit here in Washington and tell how many men shall make a crew on a certain vessel out on Puget Sound, for instance, or down on the Gulf of Mexico. Each vessel varies according to conditions, according to the service, according to the run, and the local inspector is the one who fixes it. He is the only person that has sufficient knowledge to fix it, and he is the person that has been fixing it for many years.

The SPEAKER. The time of the gentleman has expired.

Mr. MANN. Mr. Speaker, how much time have I remaining?

The SPEAKER. Six minutes.

Mr. MANN. Mr. Speaker, I yield three minutes to the gentleman from Indiana [Mr. Cox].

Mr. COX of Indiana. Mr. Speaker, as has already been stated by the gentleman from Ohio [Mr. Douglas], and by the gentleman from Washington [Mr. Humphrey], for the past number of years there has been the lack of a proper statute to enforce this matter. The local inspectors have been undertaking, by rule or custom, as it were, to insert in the certificate of inspection the proper number or complement of officers and men. But it has been determined by the courts—by one Federal court, I believe, in the State of Virginia—and by the Attorney-General of the United States in an opinion, and possibly by the Secretary of the Treasury of the United States, that that could not be enforced because there was no statute that would compel or permit the local inspectors to insert the complement of men named in the certificate of inspection.

Mr. OLCOTT. Mr. Speaker, will the gentleman yield for only a moment?

Mr. COX of Indiana. Yes, sir.

Mr. OLCOTT. I would like to ask if the local inspectors have not now a right to inspect vessels that come to their particular jurisdiction?

Mr. COX of Indiana. I did not understand the question.

Mr. OLCOTT. Have not the local inspectors now the right to inspect vessels coming within their jurisdiction?

Mr. COX of Indiana. Surely. They have a right to do that, but they can not enforce any penalty.

Mr. OLCOTT. Does the gentleman mean to say that they have not any right to enforce the rules that they make on vessels now?

Mr. COX of Indiana. Exactly, because there is no statute now. They are powerless.

Mr. OLCOTT. Can not they compel a vessel to put a certain number of a crew on that vessel?

Mr. COX of Indiana. No; not under section 4463 as it now exists.

Mr. OLCOTT. I understand this bill is only to correct that condition of affairs?

Mr. COX of Indiana. Absolutely.

Mr. BENNET of New York. Is not the distinction this, that now there is an exact penalty fixed by statute that they can impose themselves, and under this bill the inspectors, if they find a vessel is not properly equipped, can say "You are fined," and then the Department can get it?

Mr. COX of Indiana. That is the fact.

Mr. BENNET of New York. Is not the same provision about fines in practically every section of the statute relative to navigation?

Mr. COX of Indiana. I understand so; yes, sir.

Mr. BENNET of New York. It is no new departure in that line at all.

Mr. FITZGERALD. Does the gentleman yield?

Mr. COX of Indiana. Yes.

Mr. FITZGERALD. The present statute provides the crews of these different vessels shall be well disciplined. Why is that language eliminated from this bill?

Mr. COX of Indiana. It was the opinion of the Inspector-General that it did not add anything or take anything from the bill. The bill, as prepared, has been passed by the committee and reported to the House, and has the approval of the Inspector-General.

Mr. FITZGERALD. This bill, as reported,

merely forces the inspector and fixes the number of the crew, as it now exists. Why should not that crew be a well-disciplined crew? Why should not that language be in? The Slocum disaster would have been avoided if the crew on that vessel had been a well-disciplined crew. Under this bill there is no such requirement. It will be presumed that the owners and masters of vessels will employ only well-disciplined officers and men on the vessels. The local inspectors for years have been attempting to do just what this bill proposes; in other words, it proposes by law to give the local inspectors power to do that which they are now attempting to do by rules. The bill is a good, wise, sound measure, and ought to pass.

Mr. MANN. I yield two minutes to the gentleman from North Carolina.

Mr. THOMAS of North Carolina. I want to ask the gentleman in charge of the bill if this bill applies to motor boats?

Mr. COX of Indiana. It applies to all classes of steam vessels upward of 5 tons.

Mr. THOMAS of North Carolina. Then it would not apply to gasoline motor boats?

Mr. COX of Indiana. I do not know; I do not think it would.

Mr. THOMAS of North Carolina. Mr. Speaker, I have read this bill through as carefully as I could, and still think it puts entirely too much power in the hands of the local inspectors. Under the existing law no steamer can leave a port unless she has a full complement of officers and crew. The language used in the existing law is "steamer."

The committee's bill is very broad and very sweeping, applying to all vessels, large or small, and providing they shall have such a crew as the local inspectors determine. In other words, the local inspectors, when a steam vessel is sailing out of any port, may determine the number of officers and men, and it is left absolutely to the arbitrary power of these local inspectors. They pass also upon the number of men and not upon the qualifications of the men. No appeal, as I understand it, is given to the Secretary of Commerce and Labor. And the number of the crew is fixed by the inspectors in any port of the United States. I fear the bill goes too far, although I have confidence in the committee.

Mr. GOULDEN. It does not go far enough, in my judgment. The bill was a compromise measure, as stated before.

Mr. MANN. Mr. Speaker, after a fuller consideration of the bill, and recognizing, as has been brought out, without the passage of this law there is no law at present upon the subject; realizing, as I understand, that the opposition to the provisions came from the river-boat interests, and that that opposition has been withdrawn, it seems to me that the bill ought to pass. [Laughter and applause.]

The SPEAKER. The question is on the motion to suspend the rules and pass the bill with an amendment.

The question was taken, and (in the opinion of the Chair), two-thirds having voted in favor thereof, the rules were suspended and the bill was passed.

FOREIGNERS ON BRITISH SHIPS.

The British Government issued a notice recently that foreign seamen should not be engaged on British ships in European waters unless they have enough knowledge of English to understand orders given in that language. It is stated that it has been no uncommon thing to find a ship's crew composed of eight or nine nationalities, with absolutely no language in common and perhaps a boatswain who only understands English as "interpreter." The return relating to seamen employed in the British mercantile marine shows thirty English and Irish per 10,000, while Scotland supplies fifty-six and Wales forty-four per 10,000. The proportion of Lascars and foreigners increases, while the British decrease. In the last fifteen years, 1891-1906, there was an increase of 17,103 Lascars (East India sailors) and 11,022 foreigners, and of the British only 510. The recent order as to understanding the English language in European waters, it is supposed, will cause a decline in Lascars and foreigners.

The subscribers to the telephone system in Peking are said now to number 1,700, and the demand for connections is more than the administration can keep pace with. At least 100 would-be subscribers are said to be now awaiting the installation of the service.

Labor News.

The bill relating to the liability of common carriers, passed in the House of Representatives on April 6 passed the Senate on the 9th without amendment and without a division.

The strike of the granite cutters of Barre and Montpelier, Vt., was settled on April 7. Between 4000 and 5000 men have been concerned in the six weeks' strike. The agreement is a compromise.

The Lawton cotton mills at Playfield, Conn., and cotton mills in other Eastern Connecticut towns, employing in all 2,500 persons, were put on full time on April 6, after a long period of curtailment.

Representatives of twenty-four breweries in St. Louis and vicinity and of the Brewery Workers' unions have signed new contracts, ending the strike of 3,500 brewery workers, which had been on for more than three weeks.

By the laying off of 105 men on March 28 at the Spring-street shops of the New York, New Haven and Hartford Railroad, at New Haven, Conn., the working force was reduced to about twenty-five, as against about 800 when the shops were running full-handed.

The commercial telegraphers are preparing for another strike. Resolutions were adopted at recent meetings of Chicago locals favoring a general strike, to go into effect June 1, unless demands presented before the strike of last August are granted in full.

At Naughtaet, Conn., the boot and shoe department of the Goodyear India Rubber Glove Company and the reclaiming department of the United States Rubber Company resumed operations on April 6, after having been idle for some time. About 2200 hands are affected.

The Philadelphia City Council has been asked to appropriate not less than \$50,000 to relieve the distress among the unemployed. It is said that more than 200,000 persons are out of work and that at least \$50,000 is needed to prevent women and children from starving.

Unless the contractors of Reno, Nev., employ none but union labor the \$100,000 Catholic church, which is being constructed in that city, may be delayed indefinitely. Father Thomas M. Tubman, head of the parish, refused to allow non-union men to work on the edifice.

It is reported that unless union labor be recognized in the shops of the Denver and Rio Grande Railway, the strike of the machinists, boiler-makers and blacksmiths, which has been in force since March 14, will spread to the shops of all the other lines in the Gould system west of the Missouri River.

Chairman Martin Knapp and Charles P. Neill, the mediators between the Southern Railway officials and their employees, reached an agreement at Washington, D. C., on April 1, by which the present wage scale on the Southern Railway for all the organizations concerned will be continued until the 1st of next July.

A wage reduction averaging 10 per cent became effective on April 6 in cotton mills in New England, employing 30,000 operatives. Recently the wages of 60,000 were reduced, and on April 13 the pay of about 35,000 additional mill hands, including those in New Bedford, was cut, bringing the total affected by the present movement to 125,000.

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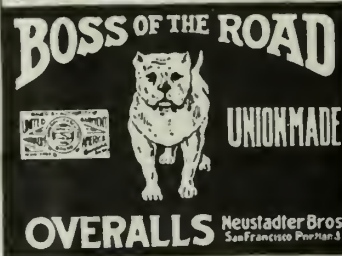
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Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ahlstedt, And.	Johanson, Emil
Alfsen, Knut	Johanson, Hjalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut, -1295
Anderson, Oscar	Johnson, C. T.
Anderson, Sverre	Johanson, Carslen
Anderson, Bernard	Job, P.
Anderson, A. H.	Kalnuig, J.
Anderson, H. -1124	Karlson, Victor
Anderson, W.	Karlson, A., -1158
Anderson, James	Karlson, K. G., -270
Anderson, A. -826	Karlson, K. A., -551
Anderson, Christian	Kelder, Edmund
Anderson, J. -1514	Kehola, Henry
Anderson, O. F. -1363	Kirist, Hans
Anderson, Axel P.	Klahn, Chas.
Anderson, Joseph	Knubedal, Pete
Anderson, O. -1531	Koppen, B. O.
Apps, P.	Krause, Erick
Aunapo, E.	Kristoffersen, Emil
Aske, John	Kunmerlove, O.
Assetts, Andrew	Lakborren, Frans
Bateman, S. J.	Lamhart, Ed.
Barwa, D.	Langvordth, C.
Beck, R.	Larsen, I., -1947
Bengtson, J.	Larson, H. J.
Boe, Calin	Larson, Konrad
Behrsen, J.	Lerston, J.
Benson, J. E. -1454	Lindman, H. A.
Birkelund, R.	Lindholm, C., -1274
Blomberg, Gust.	Lindberry, Aug
Blomquist, H.	Lind, H. E.
Black, M. McKenzie	Mayer, P. M.
Boulton, Thomas	Martinsen, I.
Boman, Oscar	Matson, M. A.
Bohman, Erick	Martinsen, Karl
Brunstrom, G. H.	Mattson, E.
Brodin, Jullus	Mikkelt, Ed.
Brand, Peder	Mikkelsen, Jos.
Burrows, Harry	Morris, E.
Burke, James	Myline, P.
Bylander, Fred	Myren, A.
Carlson, A. M.	Newman, J.
Campbell, Albert	Nelson, Otto.
Carroll, G. B.	Nelson, Helge
Carlson, B. T., -656	Nordenburg, John
Christensen, Albert	Norvel, Wm.
Christensen, Fred	Nyburg, E.
Christensen, Einer	Nurse, U. P.
Christoffersen, John	O'Driscoll, J. J.
Christensen, Otto, -1223	Ohlson, Jullus
Clemens, Geo.	Olsson, Oscar
Clewley, James	Olsen, Chas.
Colby, E. E.	Olsson, E., -966
Curran, N.	Olson, H., -563
Danelsen, Ernest	Olsson, C. O., -705
Edwards, John	Olson, Ola
Edmond, Hjalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olsen, B.
Elmhorn, Carl R.	Olsen, P. O.
Eklund, P. H.	Overnik, Thos.
Elstedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Eriksen, Peter	Pettersen, Erik
Eisenberg, Gust	Pedersen, Myer
Falk, O. A., -479	Peterson, H., -1230
Farley, D.	Pederson, Louis
Fahuck, L.	Petersen, O. P.
Fitzgerald, Harry	Penningrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990
Fraberg, Fredrik	Pievard
Gad, V. C.	Polge, L.
Gad, S. V.	Pontynen, H.
Gotaas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmondson, Johan	Reek, John
Hardin, M.	Reymond, L.
Haakonsen, H.	Remer, Jacob
Hansen, H. M.	Rojahn, Axel
Halvorsen, Edwin	Rojenes, A. or G.
Hansen, W. -1630	Rose, W. H.
Hansen, C. Fuhr	Scott, E. G.
Hansen, Theoder	Schmah, M.
Hawkes, W. J.	Schmidt, F.
Hermansen, F.	Scherlan, R.
Hesterberg, Max	Schultz, E., -1842
Hixon, W. J.	Schon, Hans
Hjellkrem, T.	Schoigrain, J.
Hope, N.	Seppel, P.
Hogan, R.	Sibelin, C.
Hollburg, Oluf.	Shane, J.
Hollingren, G. J.	Smevig, J.
Hutchison, E.	Sodroholm, A.
Jacobson, John	Staff, K.
Jamison, James	Stein, A.
Jacobson, H. J.	Syvstest, K.
Jacobson, Chas.	Sweeney, S. B.
Jorgenson, Alf.	Thornle, G.
Jordfeld, Theo., -1925	True C. Nelson
Jorgenson, Heine	Wallace, A.
Johanson, J. F. -1462	Westman, Geo.
Johnson, J. J.	Wimmer, Geo.
	Winters, H.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanbild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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CHRONOMETER
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rates. Summer garden attached.Cor. Queen and Richard Streets,
HONOLULU, H. T.**Portland, Or., Letter List.**

Ackerle, Ernst	Jansson, Joel
Berthelsen, Alfred	Johansen, F. B.
Bade, Alex	Johnson, Andrew
Borge, Sigurd H.-	Jakobsen, Ole
1568	Jensen, Peter
Brookman, Robert	Kone, Ernest
Bartels, Otto	Lewis, W. J.
Behrens, Emil	Lettre, Honore
Boose, Paul C.	Lerch, Paul
Connecke, Hugo	Le Sollen, Plerre
Cone, Pierre	Madsen, M.-1503
Dahl, John	Mikkelsen, Joseph
Espensen, E. N.	McArthur, Chas. A.
Eriksson, E. J.	Capt.
Gustafson, A.	Neuling, A.
Gunther, Richard	Nelson, Louis
Hilarion, Chas.	Nilsen, Edvin
Hegan, Paddy	Peterson, Neel
Hogan, Bernt	Peterson, J. A.
Hansen, Hans-1250	Pohlmann, Hans
Hansen, H.	Pettersson, John
Hansen, Geo. J.-1267	Peterson, H.
Helms, W.	Smith, Henry
Hansen, Aldan	Samuelson, Victor
Jensen, George Lud-	Schmidt, Fritz
wig	Turner, W.
Jahnke, Arthur	Wilsen, Anders

INFORMATION WANTED.

The following ex-members of the crew of the schooner Kona, who were paid off in Honolulu, H. T., on September 24, 1903, are requested to communicate with the firm of Hind, Rolph & Co., Honolulu, H. T.: C. Olsen, first mate; C. Ekliif, second mate; G. Tinbon, cook; Frank Lee, cabin boy; Hannor Chowar, W. Dittman, John Corrigan, J. Sellberg, John Nelson and W. Beckman, seamen.

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Pt. Townsend Letter List.

Akesson, Hjalmar	Ligerbrains, Gastie
Aken, E.	Nilson, Hjalmar
Casey, J. W.	Niken, M. V.
Coakley, Timothy	Stackeasson, C.
Fernstrom, Sven	Stevens, W.
Kuhl, Herman	Swane, A.
Olsen, Alfred.	Weber, Ch. O.

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you are served.

**Home News.**

With twenty-seven counties of Illi-
nois placed in the "dry" column by
the election held on April 7, thirty-six
of the State's 102 counties are now
totally dry.

The Victoria (B. C.) School Trus-
tees have decided to establish a sepa-
rate school for Chinese, and a commit-
tee has been appointed to make the
necessary arrangements.

The Alabama Supreme Court on
April 10 held both the general pro-
hibition and the 9 o'clock law to be
constitutional and effective. Attack
had been made on both by the liquor
forces of the State.

In one of the shortest messages
which he has yet transmitted to Con-
gress, President Roosevelt on April
9 called the attention of that body
to the necessity for further legisla-
tion on the subject of anarchy.

An increase in the city's crime is
indicated by the quarterly report of
the New York detective bureau. The
report shows that more crimes were
committed in that period than in the
first three months of last year.

The Great Northern Railway Com-
pany was convicted at New York on
April 1 of granting rebates to the
American Sugar Refining Company
before Judge Holt in the United
States Circuit Court and fined \$5000.

With a view to correcting any mis-
apprehension on the part of the pub-
lic and the trade, the Jewelers' Board
of Trade has issued a statement in
which it is declared there is no pros-
pect of a reduction in the price of
diamonds.

Nineteen Doukhobors, nine women
and ten men, were sentenced to six
months in prison at Toronto, Ont., on
April 10, for pacing the streets un-
clothed. Fifty-three others have been
warned of their fate if they persist in
their refusal to wear clothes.

Announcement has been made that
Andrew Carnegie will add \$5,000,000
to the fund of the Carnegie founda-
tion or whatever sum may be neces-
sary to include as pension benefici-
aries eligible professors of State uni-
versities.

As a result of the closing of the
First National Bank of Bisbee, A. T.,
W. J. Eddleman, president, and J. H.
Nolan, cashier, have been arrested on
charges of misapplication of the funds
of the institution made by National
Bank Examiner Marshall.

Returns from the local option vote
in Oakland county, Mich., indicate
that the county went "dry" by from
75 to 150 majority, making a total of
ten out of fourteen counties, which
the Prohibitionists carried in the elec-
tion.

W. H. Cushing, Minister of Public
Works for the Province of Alberta,
recently completed arrangements with
the Bell Telephone Company of Can-
ada for the purchase of the lines of
the company located in the Province
of Alberta for the sum of \$675,000.

The twenty wealthy lumbermen of
Toledo found guilty of conspiracy in
restraint of trade under the Valentine
Anti-trust law were sentenced at To-
ledo, O., on April 3. The sentences
were fines ranging from \$500 to \$1,000,
and in no instance was a jail sentence
given.

The Consumers' Electric Company,
with a capital stock, bonds and other
obligations aggregating about \$2,500,-
000, was placed in receivership at New
Orleans, La., on April 10, Samuel In-
sull, president of the Commonwealth
Edison Company of Chicago, being
named receiver.

News from Abroad.

The bust of Clement VIII recently stolen from Rome has been recovered by the police.

Mexico has accepted the invitation of Japan to participate in the Tokio Fair in 1912.

Germany's colonies are five times as large as herself, those of France 18 times and those of Britain 97 times.

Activity of Solfalara, a semi-extinct volcano is taken at Naples as an indication that Vesuvius will remain quiet.

Anarchist activity has become so menacing in Rome, Italy, that the police are working out an elaborate plan for checking it.

The emigration from Germany for the quarter ending March 21 was 24,000, as against 18,589 for the corresponding term of last year.

The Russian Council of the Empire on April 8 passed with discussion a bill to raise the Russian Legation at Tokio to an embassy. The bill has already passed the Douma.

Russia, Germany, Denmark and Sweden have agreed to the terms of a convention maintaining the status quo on the Baltic coasts, and the signing of the convention is expected without delay.

The vacancy in the office of Prime Minister of Great Britain, caused by the resignation on April 5 of Sir Henry Campbell-Bannerman on account of ill health, has been filled by the appointment of Herbert H. Asquith.

The Chinese money-changers of Hongkong are supporting the boycott against the Japanese, which has come into existence as a result of the Tatsu Maru incident, by refusing to accept Japanese bank notes, even at a discount.

Great Britain has extended an invitation to the great maritime powers to participate in a conference at London, to determine definite principles of maritime international law to be applied by the prize court provided for at the last Hague conference.

More than 600 Japanese, so-called "relatives," have been proceeding to Hawaii each month since the order prohibiting general emigration to the Islands went into effect. Viscount Hayashi, Minister of Foreign Affairs, now intimates that all emigration, including that of "relatives," will be entirely prohibited.

The French Chamber of Deputies has adopted the amnesty bill by a vote of 497 to 5. This bill grants amnesty to those who committed political offenses in 1907 in connection with the wine growers' revolt in the south of France, except in cases of anti-patriotism, anti-military activity or insubordination.

The Swedish Government has authorized an important scientific expedition to the North Polar regions, to start at the end of June. The leader of the party, which will travel on the gunboat Svensund, will be Professor Gerard de Geer, and his principal colleagues will be Dr. Sven A. G. von Hofsten, the zoologist, and Professor Carl Wiman, the geologist.

The Emperor has bestowed upon the late Durham White Stevens, who was assassinated in San Francisco by a Korean, the decoration of the Grand Rising Sun, the highest order in Japan. The Japanese Government will give about \$75,000 to the family of the murdered diplomat, and the Korean Government will give them \$25,000, or in all about \$100,000.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Ackerson, Peter
Ahlborg, G. A.
Ahloff, Wm.
Ahlstedt, Anders
Akesson, Hjalmar
Aksne, August
Allen, Fred
Allen, James
Amnell, Albert
Andersen, -1073
Andersen, Oscar
Andersen, Adler
Andersen, Aivld
Andersen, Einar
Andersen, Olaf
Andersen, Harold
Andersen, -1233
Andersen, -1549
Andersen, -1562
Andersen, A.
Andersen, Chas.
Andersen, L.
Bacan, V.
Baillie, Joe
Banke, -1646
Bartels, Herman
Baterman, S. J.
Bauman, Ernest
Bausback, Eswin
Becker, Fred W.
Behrens, E.
Bell, Eric
Belling, Oskar
Bengtsson, J.
Benson, -1611
Berg, A. C.
Berge, Johan S.
Berglund, Nils P.
Bergquist, Stanley
Bergquist, -1395
Berlenz, Emil
Bernard, S.
Beyerle, Ruppert
Bickel, Leonard
Bjork, Algot
Bjork, Axel
Bjorkholm, G. A.
Carlson, Hans
Carlson, Hans H.
Carlson, Conrad
Carlson, A.
Carlson, Th.
Carlson, M. A.
Carlson, Carl
Carlstrom, Arvid
Carlstrom, John
Casto, Lucas
Chambers, A. G.
Christensen, Albert
Christensen, -1065
Christensen, -587
Dache, Paul
Dahlman, J. A.
Danberg, Rudolf
Danenberg, Rudolf
Daugul, G.
Dempsey, Thomas
De Sot, Elmer
Desventer, Aug
Easton, R. W.
Eckstein, Frank
Eddy, Geo.
Edson, Frank
Ehresman, John
Ekeland, Sigurd
Ekland, John A.
Ekman, Oscar
Eliasson, Ludv.
Engberg, A.
Falck, Axel
Farley, Wm.
Faulkner, John
Fercula, John
Ferne, O.
Fiksdal, Lars
Findley, Harold
Finnson, W.
Fitzgerald, Harry
Follis, George
Forschu, Alex
Gabrielsen, Knud
Gabrielsen, C. W.
Gabrielsen, Elling
Gabrielsen, Oscar
Gad, Sophus
Garten, Chris
Gartz, Wm.
Gelsler, Hans
Gibbs, H. D.
Haasenritter, C.
Haldorsen, H. E.
Hall, Wm.
Halvorsen, -1439
Halvorsen, Olaf
Hansen, Frithjof
Hansen, Hans
Hansen, Johan M.
Hansen, Otto W.
Hansen, Geo.
Hansen, -1136
Hansen, -1658
Hansen, -1837
Hansen, -1638
Hansen, H. T.
Hansen, Nikolai
Hansen, Vilgo A.
Hansen, -1592
Hansson, -1786
Harbeck, Theo.
Hardies, Max
Haroldsson, -874
Haroldsson, Kjartan
Hartkopf, Joseph
Haugen, Lars
Hawkins, M.
Hearn, P.
Heicke, Paul
Ingemarsen, -132
Itwelt, Fr.
Jach, Paul
Jacobs, Ambross
Jacobs, Fred
Jacobsen, Anton
Jacobsen, -1686
Jacobsen, K.
Jakobsson, John Alf.
Janssen, James
Jansen, K.
Janson, -1893
Janson, Nils
Jansson, Chas. A.
Anderson, -991
Anderson, -1463
Anderson, A. B.
Anderson, F. M.
Anderson, -1541
Anderson, Edward
Anderson, -1240
Anderson, -1246
Anderson, Viktor
Anderson, -1481
Andreassen, N. S.
Antonsen, Marius
Antonsen, Hjalmar
Arden, S. F.
Arnesen, -1111
Arnesen, Isak
Arntsen, Eric
Arro, Nicolas
Askerlund, D. O.
Asmussen, Max
Axelsson, C. B.
Aylward, Jas.
Bjorklund, Erlick
Bjromsgoord, C. E.
Billington, Martin
Black, John
Blindhelm, O. C.
Blomberg, Chas.
Blumh, Albert
Boesen, Peter A.
Bohman, -630
Bolas, Peder
Bono, Viktor
Bostrom, C.
Bourbigou, Louis
Boylan, Chris.
Braun, Jakob
Bredesen, Johan
Bredin, Adolph
Brox, Henrik
Brumlinger, P.
Buaas, Thomas
Budenditch, G.
Buelna, R.
Bult, Ernst
Burke, Jas.
Christensen, Sigv.
Christian, E. F.
Christiansen, Nels
Christoffersen, B.
Claus, C.
Clausen, Laurits
Clementz, Ole
Clyde, H. R.
Cnudsen, Davit
Connecke, Hugo
Coud, C.
Cs, G. E.
Cutler, W.
De Young, A. W.
Dixon, H.
Domgorgen, Pet.
Domnick, H.
Dorles, H.
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Information Wanted.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Hans Uren, a native of Norway, aged about 30, last heard of on the Atlantic Coast, is inquired for by his brother, John. Address, Coast Seamen's Journal.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokenson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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World's Workers.

Employees in the Postal Service of Great Britain are getting an all round increase of wages, amounting to £1,000,000 a year.

A bill is ready to be introduced in the House of Commons restricting the hours of labor in all industries, whether on land or sea, to eight.

The number of fatal accidents to British seamen reported during February, was 120, as compared with 116 in January, and 225 in February, 1907.

The number of British paupers relieved in one day in February, 1908, in 35 selected urban districts correspond to a rate of 228 per 10,000 of the estimated population.

At Mildura, Australia, where there was a bitter strike for an eight-hour day and better conditions, the Workers' Union secured a splendid victory and won all along the line.

The Melbourne (Australia) Trades Hall Council has appointed a committee to consider the advisability or otherwise of establishing a Trade-Union Credit Bank, a report on same to be submitted later on.

One of the most encouraging signs in the Australian labor movement is that the boys of New South Wales are taking to unionism like ducks to water. In several instances lately they have struck against sweaters' wages.

A gigantic lockout, affecting 15,000 masons, bricklayers and workmen in the buildings trades, went into effect at Paris, France, on April 4. The trouble has been growing for months past over the question of hours and the application of the weekly day of rest law.

The Diamond Workers' Union, of Antwerp, by a vote of 5,001 to 390, decided on complete cessation of work during April. The decision will affect 10,000 men in the polishing and allied trades. When work is resumed the union intends to demand higher wages for its members.

It is reported that at the request of the municipal authorities in Sunderland, an important seaport on the east coast of England, 300 artillerymen have been secretly drafted into the town in order to prevent rioting on the part of the unemployed, who number about 15,000.

The masters and officers in the employ of the New South Wales coastal steamers have sent in a claim to the shipping companies for better wages and shorter hours. The Secretary of their union declares that the hours worked by the officers are a menace to public safety, averaging as they do 120 per week.

The crisis in the diamond industry of Antwerp, which is largely due to the cessation of the American demand for the stones, is acute. The decision of the Diamond Workers' Union to cease work for the month of April will make it practically impossible for merchants to unload their stocks and meet their liabilities, and as a result failures are anticipated.

The representatives of the Operators and Rough Stuff Workers' Union recently brought under the notice of the Boot Trade Council in Sydney, Australia, the number of members who contracted consumption, which is said to be due to the dust which they inhale while at work. The Secretary of the Council was instructed to make inquiries as to the cost of maintaining three beds in the Queen Victoria Home for Consumptives.

INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Have-lock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

With the Wits.

Not Particular.—Grateful Patient—
"Doctor, how can I ever repay you
for your kindness to me?"

Doctor—"Doesn't matter, old man.
Check, money order or cash."—Ex-
change.

There was a dachshund once so long,
You haven't any notion
The time it took to notify
His tail of his emotion.
And thus it happened, while his eyes
Would weep with woe and sadness,
His tail would still be wagging on
Because of previous gladness.
—St. Nicholas.

Awaiting the Outburst—"Pardon
me, sir," began the portly person in
the railroad train to the man who sat
next to him, "but what would you
say if I sat on your hat?"
"Suppose you sit on it and then
ask me," suggested the other.
"I did," admitted the portly person
calmly.—Montreal Star.

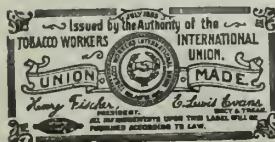
So Sweet of Him—"I was passing
that swell florist's shop with Lord
Brokeleigh yesterday," said the first
heirress, "and I hinted that I'd like
to have some of the lovely roses that
were displayed in the window—"
"And did he really send you some?"
eagerly interrupted the other.
"Yes, they came this morning—C.
O. D."—Philadelphia Press.

Bright Boy.—Employer—Did you
tell Mr. Boreham, who called, that I
had gone to America?
New Office Boy—Yes, sir; I told
him you had started this morning.
"Good! What did he say?"
"He wished to know when you'd
return, sir, and I told him I did not
think you would be back until after
luncheon."—Tit-Bits.

Betraying His Mother—Teacher—
"Gerald, can you tell me how matches
are made?"
Small Gerald—"No, ma'am, but I
don't blame you for wanting to find
out."
Teacher—"Why, what do you
mean?"
Small Gerald—"Mother says you
have been trying to make one for
years, but can't."—Chicago News.

The Ambiguous Load.—Jagger—I
came home loaded last night.
Parson (in pained surprise)—
Loaded?
Jagger—Yes, loaded with Christmas
presents for the children.
Parson—With Christmas presents?
Jagger—Yes.
Parson—Why, my dear man, this is
not Christmas time.
Jagger—Well, didn't I say I was
loaded?—Lippincott's.

JOHN J. BAGLEY & CO.
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PIPE TOBACCOS
Gold Shore
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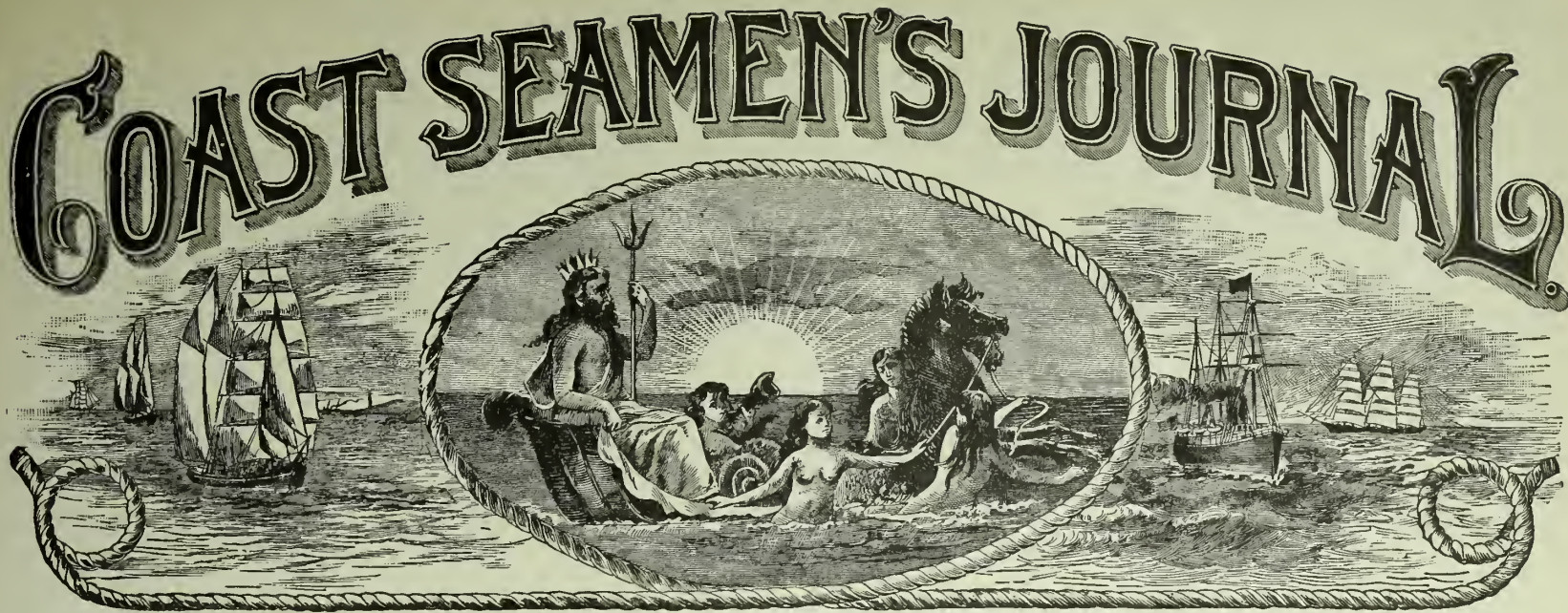
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Our Motto: Justice by Organization.

VOL. XXI, No. 31.

SAN FRANCISCO, WEDNESDAY, APRIL 22, 1908.

Whole No. 1061.

WHALERS AWARDED DAMAGES.

THE hardships, not to say horrors, of the whaling industry are proverbial. The practical impossibility of securing redress for the wrongs imposed upon the whalers is a matter of general notoriety. When, therefore, a case of this kind results in a substantial victory for the men concerned, the incident becomes one of importance sufficient to justify public notice. Such a case is that of the whaler *Bowhead*, recently determined in the United States District Court at San Francisco. Following is a statement of the case in question, accompanied by the full decision of Judge De Haven:

Judge John J. De Haven, of the United States District Court, at San Francisco, on April 7 decided what have become known as the "Bowhead cases." These cases arose out of the voyage of the old whaler *Bowhead*, which began in March, 1903, and ended in November, 1906, in the usual way for whalers, nearly all of whom received for their 44 months of hardship, suffering and service a far greater share of the kicks and curses than usually accompany such a voyage, together with, in some instances, a dollar or two.

In December, 1906, Attorney F. R. Wall filed libels against the ship and her owners for George Main, C. S. Anderson, John Belyea, Frank Bowen, G. F. Harding, Karl Muller, William Walker, Fred Griffith, Arnout Castel, Benjamin Bredesen, James Woodland, Andrew B. Stuart, Lauritz Graughaard, Karl Faber, Walter Bouvier, John Berlinger and Chas. W. Grant. After taking a great deal of testimony here, in Massachusetts and in Washington, the cases were tried and submitted to the Judge in June, 1907, and, as stated, he handed down his opinion on the 7th instant.

After the libels were filed, Castel, Stuart, Muller, Grant and Bouvier disappeared, so that Mr. Wall was unable to take their testimony. It will be seen by reading the opinion that had Castel and Muller given in their evidence, they would have recovered substantial sums for their services. The opinion in full follows:

In the District Court of the United States, Northern District of California.

John H. Belyea, Libellant,	
vs.	13,611
John A. Cook, Defendant.	
C. S. Anderson, Libellant,	
vs.	13,612
John A. Cook, Defendant.	
George Main, et al.,	
Libellant,	
vs.	13,613
The Whaling Ship <i>Bowhead</i> ,	
Defendant.	
George Main, et al., Libellants,	
vs.	13,618
D. W. Fields, et al., Defendants.	
Karl Faber, Libellant,	
vs.	13,619
John A. Cook, et al., Defendants.	

Consolidated Causes.

F. R. Wall, Proctor for Libellants.
H. W. Hutton, Proctor for Claimants and Defendants.

De Haven, District Judge. These actions were consolidated and tried together. All of the libellants except Bredesen, on March, 1903, shipped on the *Bowhead* for a whaling voyage in the Arctic and Pacific oceans, upon stated lays. The voyage was not to exceed thirty-six months.

The libels allege that the *Bowhead* was not supplied with lime juice and other anti-scorbutics; that the medicine chest was otherwise insufficiently supplied and that the master failed to give the libellants, during the voyage, their proper share of food on board the vessel.

The vessel sailed on her voyage on or about March 4, 1903, and on April 3 following, while in the vicinity of Dutch Harbor, broke her shaft and was compelled to return to San Francisco for repairs, where she arrived April 17. The libels allege that when the vessel arrived in the port of San Francisco all of the libellants, except Bredesen, elected to rescind their contract of shipment and notwithstanding such rescission the master refused to permit any of the libellants, except Bredesen, to leave the ship.

The libellants claim that upon the foregoing facts the shipping articles, which they signed, are not binding upon them, and that they are entitled to recover upon a quantum meruit, for the whole time they performed service upon the *Bowhead*.

The libellants, Anderson, Belyea, Muller, Griffith, Castel and Graughaard, in addition to the matters above stated, base their claims to recover wages, upon a quantum meruit, upon the ground that they were minors at the date of their shipment as seamen. Certain of the libellants also claim damages for personal assaults made upon them by the master and other officers of the *Bowhead*, and also for having been wrongfully placed in irons.

1. The testimony is voluminous and is sharply conflicting on many material questions.

It is not my purpose, in this opinion, to review the conflicting evidence or do more than state the conclusions which I have reached.

The allegations of the libellants which charge that the *Bowhead* was insufficiently supplied with anti-scorbutics and other medicines, and that the libellants did not receive their share of the food on board the vessel, are not sustained by the evidence; and it is therefore unnecessary to determine whether, if there had been such a breach of the obligations of the vessel, the libellants would have the right to treat the contract of shipment as rescinded.

It is argued that when the *Bowhead* returned to San Francisco, for repairs, the voyage for which libellants shipped was ended and that their after-service upon said vessel was in the nature of involuntary servitude, for which they are entitled to recover, upon quantum meruit. There is no merit in this contention. The voyage, for which libellants shipped, was not ended when the ship returned to San Francisco for repairs, and if it be a fact that the libellants then gave notice of their desire and intention to abandon her, the refusal of the master to permit them to do so does not entitle the libellants to treat the contract as rescinded. The master had the right, in the exercise of a reasonable discretion, to insist upon

the libellants remaining on the vessel while she was undergoing repairs in the harbor of San Francisco. The shipping articles obligated the seamen "not to go out of said vessel, or aboard any other vessel, or be on shore under any pretense whatever, until the aforesaid voyage be ended, and the vessel discharged of her loading, without leave first obtained of the Captain or commanding officer on board."

2. C. S. Anderson, J. H. Belyea and F. Griffith were minors when they signed the shipping articles; Anderson and Griffith being of the age of 16 years each and Belyea 17 years and 5 months, and there is nothing in the evidence which would justify the Court in holding that they are estopped from asserting their rights to disaffirm the contract of shipment and receive the reasonable value of their services.

3. The libellant C. S. Anderson asks for damages on account of alleged personal assaults made upon him by the master—Cook. The master admits that he assaulted him on one occasion, "stood him up and cuffed his ears for his insolence."

I think, however, the evidence not only shows that Anderson was assaulted upon the occasion just referred to, but also at another time, by the master, and while I have no doubt that the degree of punishment inflicted upon him upon these occasions is very greatly exaggerated, still the assaults were entirely unjustifiable and a violation of the personal rights of that libellant.

4. The evidence also shows that the master of the *Bowhead*, on or about the 3rd day of June, 1904, at Herschel Island, assaulted the libellant Belyea by kicking him. Belyea was not much injured by the assault, but still the act was unjustifiable and committed in wanton disregard of his personal rights, and for that assault he is entitled to recover in this action.

5. The libellant Karl Faber claims damages on account of various alleged assaults made upon him by the mates, and the master at different times. And he further alleges that on or about June 25, 1903, the master placed iron handcuffs on him and tied him to a stanchion in the main hatch, with his hands behind him, and that while he was thus handcuffed and tied the master struck him in the face with his clenched fist several times with great force and violence and that he was confined in this manner on bread and water for a period of three days. The evidence shows that this libellant was, upon two or three occasions, struck and beaten by the mates of the *Bowhead*, but this does not appear to have been done with the consent of the master, except, perhaps, on one occasion, when the master witnessed the assault.

The evidence, however, shows that in March, 1905, the master not only placed this libellant in irons and confined him in the main hatch, but that while thus confined he was tied to a stanchion with a rope, with his hands above his head.

The master denies that Faber was tied with his hands above his head, but the testimony of Faber and other members of the crew in support of the fact is, in my opinion, corroborated by the following entry in the *Bowhead's* logbook, under date of March 5, 1905.

(Continued on Page 7.)

REVENUE-CUTTER SERVICE.

As a result of the recent cruise of the revenue-cutter Perry in search of the Hartfield wreckage from which was reported found on the west coast of Vancouver Island, the comments made thereon by the Railway and Marine News, the reply to the criticism by Captain Henderson, of the Thetis, which was followed by a letter of explanation and justification of the Perry by W. B. Jessup, correspondent for the P.-I., who was aboard the Perry, has resulted in a severe arraignment of the revenue-cutter service in the Northwest by the Railway and Marine News, all of which it is hoped will result in the betterment of the cutter service. For many years the revenue-cutter service has been the subject of criticism by shipmasters and shipowners. In fact the service has been looked upon as a huge joke. The cutters are utilized more as pleasure yachts, than they are for purposes for which the Department tries to make the people believe they are paying. It has been the history of the service in the Northwest that when the services of a cutter are the most needed they are not available, on account of the fact that they are either undergoing repairs, coaling up or are off on a pleasure trip. The officers of the cutters are not to blame for such shortcomings of the service, for the reason that the service, is operated under the red tape system inaugurated by the Department, which no doubt hampers them in the rapid movement of their vessels in time of need, which if the red tape business was done away with and the movement of the vessels were left to the commanding officers, much better and speedier service would follow. As an example of the slackness of the regulations in the service which permits a captain of a cutter to abandon his vessel to attend a social function several miles inland and out of range of quick communication, as was the case when the Clallam was in distress, when the Captain was at Discovery Bay enjoying himself when the news reached here, and a tug was sent from Seattle, when it was learned that the Grant was not available owing to the absence of her captain. Such conditions should not be permitted to exist, and the Department and not the officers, is responsible. In speaking of the service generally the Railway and Marine News says:

"It is one arm of the Government service that apparently has no definite aim. During the summer months the cutters go north, where they are supposed to patrol Bering Sea for seal poachers and for merchant vessels in distress. If they have ever succored any vessel in distress we can not recall it just now. They are supposed to patrol Bering Sea after the last merchant vessel has left in the fall, but no one has ever heard of them doing so. They usually manage to rendezvous at Dutch Harbor along the last of the season and with the first signs of winter "hot-foot" for the States. During the winter months they put in most of the time repairing, and when not repairing they are taking on stores. Can Captain Henderson point to a single instance where a revenue-cutter has towed a disabled vessel into port on Puget Sound? Can he point to a single life saved in the North Pacific Coast by a revenue-cutter? When those doomed souls were hanging to the rigging of the Valencia praying that rescue might be theirs, where was the Grant? Tied up to a city dock

having repairs made to her boilers. When she was finally ordered to proceed to Banfield to take off the dead bodies that had washed ashore, she did not take all of them because a storm was brewing. The Grant has since been sold to a mercantile company, and goes out at all times and in all kinds of weather."

In the case of the Grant the News might have gone a little further and stated that the Grant was seaworthy but her master was not. This was the general opinion of people here, who had observed when vessels were in distress and needed assistance off the Straits, the Grant's captain would give as an excuse that it was so stormy that the Grant could render no assistance.

As stated before in these columns, the system under which revenue-cutters are operated is wrong and needs fixing. They move too slowly. Word was received here early Monday morning that the three survivors from the Reed had reached Neah Bay in a most distressed physical condition. The Thetis was anchored in the bay and about ten or twelve hours later she got under way with clothing, etc., for the distressed men and then brought them to the hospital here. If it had been the duty of a merchant vessel to have gone to their assistance, she would have been under way in less than an hour after the receipt of the news. Delays are dangerous and why such delays in moving a Government vessel is something of a mystery to the uninitiated.

It is hoped that the criticisms resultant from the cruise of the Perry will bring about a change in the revenue-cutter service of the Northwest.—Port Townsend (Wash.) Daily Call.

WOMEN TELEGRAPH OPERATORS.

The Government of India, acting upon the recommendation of the Telegraph Committee, has authorized the employment of women operators.

The candidates must be between 18 and 30 years of age and they must be unmarried or widows. They must undergo a training of twelve months in the telegraph training classes, during which time they will receive \$6.65 a month, the same allowance that is drawn by male learners. Selected candidates, on leaving the training classes, will be on probation for one year. On appointment they will receive the following pay: At stations in India other than Rangoon and Madras, \$13.35, increasing by annual increments of 80 cents, commencing with the fourth year of service, to \$26.65; at Rangoon, \$16.65, increasing to \$30; at Madras, \$10, increasing to \$23.35. Service will be pensionable, and there will be no liability to transfer; but resignation will be compulsory in the event of marriage. The hours of work of women signalers will be from 8 a. m. to 9 p. m., but the whole period of duty will not exceed seven hours in the twenty-four, and there will be exemption from duty on Sundays.

United States Consul J. E. Jones reports the formation of a development company at Winnipeg, largely by American capital, which has purchased 2,000 acres on the outskirts of that Canadian city, and will incorporate the town of West Winnipeg. Several manufacturers of the United States will establish branch factories there

GERMANY'S MARINE.

The rapid growth of Germany's oversea trade during the last generation is well known. As it goes without saying that the development of the mercantile fleet must on the whole correspond to the growth of the trade with distant countries, it is at the first glance rather astonishing that we find in a recent statistical report the number of German seagoing ships given as 4800 in 1880 against only 4430 in 1907. For the requirements of importation and exportation the number of vessels available is not the decisive factor, but everything depends on the capacity of carrying freight. If we look to the figures of tonnage, the aspect is accordingly totally different. For we find now an aggregate of 2,629,000 tons against only 1,170,000 in 1880, showing an increase by one and a third times its former net tonnage within twenty-seven years. But not only have the steamers grown larger, but there was also a steady displacement of sailing vessels by freight steamers, and, therefore, by the faster voyages of the steamers a still more increased carriage of goods. There was, however, a more rapid abolition of sailing vessels in favor of steamers from 1800 to 1900 than in the seven years of this century. It is remarkable that as late as 1880 German sailing vessels had altogether five times the displacement of the steamers and numbered even twelve times as many. Not less than 4430 sailing vessels are given in the returns for 1880 against only 374 steamers, the corresponding tonnages being 975,000 and 196,000. But in 1900 the number of sailing vessels had dwindled down to 2466, while that of the steamers had risen to 1293. There were even then nearly twice as many sailing vessels as steamers, while the tonnage of the former with 580,000 tons was only about one-half that of steamers. In the last seven years the number of sailing vessels remained stationary, while the steamers showed an increase from 1293 to 1833 and from 1,150,000 to 2,100,000 tons.

A very interesting point of comparison is the muster of the crews employed on sailing and steam vessels. Thirty years ago there were 30,000 hands on board German sailing vessels; to-day there are only 13,000, showing a larger reduction in hands than in tonnage. On board the steamers, however, we find the enormous increase from 8100 to 53,700 hands all told. Rather more than six times as many men are now required for the service on board a fleet of merchant steamers that in tonnage is more than ten times as large as it was twenty-seven years ago.—Continental Correspondence.

The salt deposits of Chile are the greatest in the world. The Salar Grande mine in the province of Tarapaca, about 60 miles south and east of Iquique, covers an area of 80,000 acres to the depth of 25 feet. This body of salt is nearly pure, and contains more than 14,000,000,000 tons, or enough to supply the world's greatest demands for many decades. There are several other deposits in the interior that cover two or three times the area of the above.

The silver output in Ontario for the first nine months of 1907 was valued at \$4,312,000. The output of mines and mineral works in Ontario in 1906 was valued at \$22,388,383, an increase of 25 per cent.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

HARBOR LIGHTS UNDER WATER.

"The lighthouse, which has so long held a cherished place in the lore of the sea, as well as a position of vital importance in navigation, is in imminent danger of being left as a mere monument of a bygone age, like the stranded hull of some wooden warship. By the use of a system recently patented by an American inventor the navigation of harbors and waterways will become as simple and pleasing a task as walking up the 'Great White Way.'

"The inventor of this ingenious scheme is Leon Dion, of Wilkesbarre, Pa., who has fully protected his invention by patents in all the countries of the world. The patent, by the way, is of peculiar interest in that it is one of the few absolutely fundamental patents, and, as in the case of all revolutionary inventions, the method is so simple and apparently obvious that it is almost inconceivable that it has not been thought of before. It consists, briefly, of a cable, having connected at suitable intervals short branches, to which are attached incandescent electric lamps fitted with reflectors, which will concentrate the light into parallel beams as nearly as possible, the whole system, of course, being designed to withstand the pressure and corrosive action of sea water. The lamp and reflector are made sufficiently buoyant so that they will maintain an upright position. The cable thus equipped is then laid in the proper position in the waterway to be lighted up and connected with a source of electric supply from shore. The course of the channel will thus be marked out by brilliantly lighted spots on the surface of the water.

"It is a well-known fact that even the highest waves do not produce any disturbance below their own depth. The cable, with its connected lamps, will, therefore, always be in practically still water."

The only condition, we are assured, under which this system would seem to be unavailable would be in river channels or other places where the water might be oily. In all ocean harbors or roadsteads it should apparently be quite successful, and this is the view taken by numerous naval and navigation authorities of the highest rank. We read further:

"One of the most important features of this system is the fact that it offers equally as good guidance in the densest fog as in perfectly clear weather. Fog and wind practically never occur together, and the beam of light would, therefore, project from the level surface of the water up through the fog, so that the vessel would be guided by pillars of fire, like the Israelites of old."—*Illuminating Engineer.*

In a recent report by the Belgian concessionaires for the electric street railway in Tientsin, it is shown that while the lines do not as yet pay much the Chinese are riding on the cars in ever-increasing numbers, and in a few years the company expects to obtain handsome returns. At present much is being done to extend the lines in the Chinese city, and in the French, Italian, and Austro-Hungarian concessions.

HARPOONING DEVIL FISH.

The task of hitting a devil fish from a fourteen-foot boat was left to the bachelor of the party, the married member explaining that he felt his duty to the ones at home excluded him from anything that smacked of suicide. Accordingly, when near the next fish, the skiff put out from the stern of the Irene, the spearman standing in the bow, while the skipper stood the big boat away so as to give the fish a clean field at the first rush.

The plan developed perfectly—the throw was good, the fish half filled the boat with his first splash, and then rushed away in a great swinging circle so that in fifteen minutes it was possible for the sloop to cut across and catch up; when, by some maneuvering, it became possible to pass the in-board end of the line up to her bowsprit. After that it was a fight to a finish, with the devil fish on one end of the line and the ten-ton sloop on the other. For a long while it seemed as though the devil fish had the better of it. He towed that big boat steadily out into the gulf for three hours and twenty minutes. It was exactly like being in tow of a fair-sized tug. The progress of the boat was not fast, but as steady as if it were being driven by the Irene's own engines.

It may be fair to remark that killing a devil fish entails as much genuine muscle-racking hard work as any task on earth. It is much the same as pulling for hours against a yoke of oxen who are moving off entirely indifferent to one's futile efforts. The devil fish will not let simple towing tire him. If left to himself, he will sound to bottom, and after resting proceed on ad infinitum. It is to prevent such resting that one must work constantly by hauling the tow in close to him, thereby frightening him to constant effort. If he can be strained to the point of weakening, then he may be hauled close enough to harpoon again.—William Todd in *Scribner*.

NEEDS OF AMERICAN NAVY.

When "Brassey's Naval Annual," the standard world authority on the subject, said a few years ago that a navy like the American, which had to justify itself not to experts, but to public opinion, was always liable to be discredited by an attack on specific points, not generally understood, the annual had in mind just the situation created by the attack made by Mr. Reuter-dahl in a magazine.

As Admiral Converse has had no difficulty of showing in the special report just published, the American Navy has its defects; but these are counterbalanced by merits which make it, ship for ship, gun for gun, and man for man, equal to any, and superior to every, naval force but that of Great Britain.

Our navy faces certain difficulties. Our harbors are shallow. Relatively our vessels have to have a broad beam and light draft. This makes the calculation of flotation difficult. In the desire to have them draw little enough water sufficient allowance is not always made for weight. Loaded for a cruise, their armor belt is submerged. In battle trim, such as a cruise or preparation

for conflict brings, the belt would be in the right place. If the armor belt is differently designed on deep-draft English vessels, this is because their harbors are deeper and their policy is different.

Quick firing and heavy guns are the tradition of our navy from the revolution. All our naval victories have been won by it. This led to straight ammunition hoists. They exist in other navies. Both they and our navy have brought in precautions, put in doors and bent the way up to screen the magazine. In our navy this has been done without reducing speed or accuracy of fire, but perpetual swift drill has its perils and accidents.

All navies have learned by experiment. So have we. The Kearsarge and the Alabama were designed twelve years ago for rapid fire, heavy guns easily handled and as much gun and as little armor as possible. Naval battles fought since have shown that this policy went too far. Our recent vessels protect ammunition hoists, bend them to avoid accident, give the gun ports more armor, add to the armor belt and carry it over more surface.

Our present battleships are better than the Alabama and Kearsarge, just as these two were better than the Indiana, Massachusetts and Oregon. It is always easy to criticize the past by the improved present, as Mr. Reuter-dahl did; but the real question is whether the experience of the past has improved the present. Of this our new battleships leave no doubt.

What we need this year is more—four and not two, as the House Naval Committee proposes.—*Philadelphia Press.*

DISPLAY OF MODERN WEALTH.

Twenty years ago a ballroom in a private house was a rarity; today there are over a hundred houses in New York so equipped. The residences of the Marshall Robertses, the Belmonts, the Spencers, the Schermers-horns, the Auchmutys and those about Washington and Madison squares had ballrooms, but they totaled less, says Gertrude Lynch, in the March Broadway, than a dozen, and were really picture galleries. The modern houses of the upper Fifth avenue set are nearly all equipped with ballrooms which are ballrooms and nothing more. The home of E. H. Harriman has a famous Louis XV ballroom, the Harry Paine Whitney house, the James A. Burden house, the Townsend Burden house, the new Phipps mansion, the Frick house, Senator Clark's residence, the Stuyvesant Fish house, the John A. Drexel house, the Charles B. Alexander house, and nearly a hundred others have gorgeously decorated apartments, where, during the winter, hundreds of guests dance from about midnight well on to the first soft gray of dawn. In fact, no modern millionaire's town house is complete without a suit of state apartments, ballroom, banquet and retiring rooms, which occupy one floor of the house, all decorated at a cost of hundreds of thousands and opened only a few times a year.

Demand the union label on all products.

Domestic and Naval.

All records in the transportation of passengers across the Atlantic were broken during the first ten months of 1907, during which 2,000,000 traveled across.

John S. Emery & Co., of Philadelphia, Pa., are having built at Bath, Me., a single-deck 170-foot four-masted schooner, capable of carrying 1200 tons of coal.

The new Philadelphia-Mediterranean service was launched on March 30, with the sailing of the steamship Ancona from Naples on her maiden voyage for Philadelphia, Pa.

Alexander Dickson, a carpenter on the United States collier Aberenda, was acquitted of the murder of Walter Weichert on the ground of self-defense, at San Juan, Porto Rico, on April 1.

A recent report from North Sydney tells of a heavy body of drift ice, extending nearly fifty miles, that had been driven out of the Gulf of St. Lawrence, and is moving seaward in the track of ocean steamships.

Reports from transatlantic and coastwise lines operating out of Philadelphia indicate that the recent depression in freights is gradually giving way to a more healthy movement in all branches of the shipping industry.

A contract has been awarded to Percy & Small, of Bath, Me., by J. S. Winslow & Co., of Portland, for a six-masted schooner for the coastwise trade. The same firm will also build a five-masted schooner for W. F. Palmer, of Boston.

Bringing tidings of the sinking steamer Grand Lake, of the sealing fleet, and the serious injury of several others caught in the grip of the ice floes, the steam sealer Newfoundland arrived at St. John's, N. F., on April 12, leaking badly.

It is stated at the Navy Department that the Atlantic battleship fleet, after touching Auckland, will in all probability go first to Sydney and thence to Melbourne, the whole fleet visiting both places. After leaving Melbourne the vessels will sail to Manila, P. I.

The six-masted schooner Edward J. Lawrence, the second largest wooden schooner in the world, was launched on April 2 from the Percy & Small shipyard at Bath, Me. The Lawrence will be engaged in the coal carrying trade between Philadelphia, Pa., and New England. She has a gross tonnage of 3350.

News of the loss of the French fishing schooner Champagne, off St. Malo, France, was received at Philadelphia, Pa., when the 28 fishermen forming her crew arrived at Halifax on board the steamship Volturno, bound from Rotterdam for New York. The fishermen were saved by boats from the Volturno.

The schooner Charles W. Sprague sailed from Philadelphia, Pa., on April 10 on the new service inaugurated by the Franklin Baker Company between that port and Porto Rico. Stops will be made at Humacao, San Juan, Aguadillo and Mayaguez. Steamships suitable for that trade will be placed in the line next month.

While regular line steamships report a gradual improvement in freights, the same can not be said of tramp steamships that roam the world over in search of profitable cargoes. From all sides owners of such vessels are experiencing the most trying times in the history of ocean freights, as rates are lower now than ever before.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Pacific Coast Marine.

According to announcement made by Julius Kruttschnitt, director of maintenance of the Harriman system of railroads, the officials of the Southern Pacific have decided upon extensive improvements at San Pedro harbor, calculated to make it one of the road's most important terminals.

Nanaimo, B. C., has extended an invitation to the United States fleet to attend the big regatta that is to be held on Nanaimo harbor on Victoria day. If all the fleet can not come the invitation presses for a couple of vessels at least. If the invitation is accepted the war ships will receive a monster welcome.

A dispatch received at San Francisco on April 6 from London says the French steamer Canarias, from Antwerp, which was reported ashore at Tarita some time ago, will be a total loss. Investigation has shown that the vessel has a large hole forward, and is reported full of water, despite the efforts of the Salvage Association to save her.

The British ship Celticburn will carry wheat in bulk from Portland to Europe. This is the first time that a grain shipment has ever been sent in that manner from that port and it is in the nature of an experiment. If the plan proves a success it will probably be generally followed next season. Economy in both time and money and space is expected to result.

In the United States District Court at San Francisco, on April 9, Judge De Haven ordered, in the Admiralty suit of the Hilbert Mercantile Company against the French ship Duchesse de Berri, in accordance with a stipulation of attorneys, that \$6 was due the mercantile company and \$2050.75 due Herman Olcovich as intervenor owing to broaching and improper stowage of cargo.

Following is the reinsurance list, as posted at San Francisco on April 17: British ship Falklandbank, 161 days from Port Talbot for Valparaiso, 65 per cent; American schooner Rosamond, 71 days from Gray's Harbor for Callao, 45 per cent; American ship Bangalore, 178 days from Norfolk for Honolulu, 20 per cent; German bark Prompt, 131 days from Tahiti for Hamburg, 10 per cent.

After a long trial, followed by months of more or less patient waiting, several of the sailors on the old New Bedford whaler Bowhead, who spent a weary three years in the Arctic, rounding out their cruise by several months in irons, obtained a judgment in the United States District Court at San Francisco on April 7 which will deduct between \$6000 and \$7000 from the Bowhead's earnings.

Much anxiety is felt at San Francisco among shipping men regarding the fate of the American schooner Rosamond. Captain Chase left Gray's Harbor with the schooner February 7 with a cargo of lumber, both under and on deck, for Callao. The Rosamond was listed as overdue some weeks ago, and her rate for reinsurance rapidly rose to 30 per cent and has since gone to 45 per cent.

The schooner Ethel Zane and the bark W. B. Flint, commanded by Captains Lunstrom and Hansen, respectively, arrived at San Francisco on April 4 from Eureka, after having made the trip in record time for sailing vessels. The Ethel Zane made the trip in thirty hours and the W. B. Flint took twenty-eight hours to come. A strong southwest wind enabled the ships to make the passage in such good time.

The German ship Alsterkamp, in ballast from Caleta Colosa, Chile, arrived at Astoria, Or., on April 5, after an uneventful passage. She lost her charter to load grain for Europe at 30 shillings by not arriving by February 15, and now the best obtainable rates are not better than 25 shillings. She failed to bring Consular bills of health, as is required by law, and was fined \$5000 by Acting Collector of Customs Parker.

Senator Gallinger on April 10 introduced an amendment to the Postoffice appropriation bill giving \$4 a mile to outward-bound ships of the second class carrying mails. This is a substitute for the mail subsidy bill, which was killed in the House committee, and would make possible a line from San Francisco. This will probably pass the Senate, be retained in conference and be permitted to pass the House.

For stranding the steamer Ponomia on the Fort Ross reef Captain C. Swansen will be without a license as master for the next six months. At the investigation held by the United States Local Board of Steamboat Inspectors, Captain Swansen frankly admitted that he alone was at fault, but claimed that he must have struck a pinnacle rock, as he had made it a practise to go even closer inshore at that place in bad weather.

The crew of the lumber schooner A. J. West have libeled that vessel in the United States District Court at Honolulu, T. H., for wages, passage money back to Grays Harbor and subsistence till they reach home. They charge cruelty on the part of the master, Captain Yarneberg, a part of the cruelty being profanity used by the master. A part of the profanity set out in the libel is that the master said to them, "Get the — out of here."

A party of Germans is expected to reach San Francisco shortly to look over the possibilities of establishing a rival steamship line connecting San Francisco with Mexican and South American ports. The Elsa Vanguard and Tolosan have already been chartered by the new company, which will be operated in opposition to the Kosmos Line. It will not take any passengers, but will compete simply for the freight traffic of the Coast.

The San Francisco Chamber of Commerce has just completed arrangements to operate the steamship Czarina between San Francisco, Coos Bay points, Marshfield and Myrtle Point, Or. The Czarina for the last nine years, has been operated between Portland and Coos Bay points. It was due to the exceptional steamship service, consisting of from two to three steamers a week from Portland, that the trade went to that city, while San Francisco received but a very small share.

Representatives of steamship lines running to the Orient expect that business will be light during the next five or six months. In the Far East conditions are bad. Currency is unstable and consequently there is little demand for American goods. On this side the cotton and salmon seasons are finished, while there is very little flour and wheat moving. The recently reduced rates on these commodities has not stimulated business, while the reduction on lumber has not helped trade.

The overdue barkentine J. L. Eviston, bound from Hongkong for Newcastle, Australia, is waterlogged at Cocos Island. Word was received at San Francisco on April 14 that the J. L. Eviston was for seventy-seven days on an uncharted reef, her keel guards and rudder were gone and the sternpost broken. It is intended to make temporary repairs to the barkentine, after which she will proceed on her voyage. The J. L. Eviston has been out 120 days on her voyage and was quoted for reinsurance at 40 per cent.

The six-masted barkentine Everett G. Griggs, the only vessel of her rig in the world, which left Antofagasta, Chile, on December 22, and has been on the overdue list for some weeks, arrived at Newcastle, New South Wales, on April 13, after a passage of 113 days. The Everett G. Griggs was formerly a bark, and was converted into a six-masted barkentine two years ago. Since then she has been on the overdue list three times. It is the opinion of shipping men that the change in the rigging of the vessel was a mistake, as she has never been able to make good time since she was converted.

The San Francisco and Portland Company's steamer Senator, Captain L. Nopander, sailed from San Francisco on April 11, for Portland, taking out a large number of passengers. Steerage accommodation has now been provided both fore and aft on the Senator and the cut in rates has caused a large number of persons to take out passages. Included in the Senator's cargo is a big shipment of machinery and provisions for interior centers in Oregon. When she completes her next trip from the present the Senator will be overhauled prior to running on the Nome route. The Senator is scheduled to leave Nome for Seattle in June.

The rate for reinsurance on the overdue American ship Bangalore was raised on April 16 from 10 to 20 per cent. The Bangalore has been out 182 days, bound from Norfolk to Honolulu, with a cargo of coal for the battleship fleet, and her long passage is now causing some anxiety. This anxiety is intensified on account of the fact that that two other vessels making somewhat similar passages have arrived at Honolulu in much shorter time than has been occupied by the Bangalore. The four-masted British bark Dundee, from Leith, arrived at Honolulu on April 16, after a voyage occupying 136 days, and the four-masted Sewall ship Dirigo reached Honolulu from Baltimore after a passage which took 126 days. It is mainly on account of the difference in time between these two vessels and the Bangalore in reaching Honolulu that the rate for reinsurance has been doubled.

Clothing, Furnishing Goods and Hats are sold at cost for two weeks only at the old store of Wallenstein & Frost, corner Van Ness and Golden Gate avenues. The firm will move down town to 824 Market street, near Stockton, about May 1.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

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WEDNESDAY, APRIL 22, 1908.

LABOR VOICES PROTEST.

Whereas, The recent decision of the United States Supreme Court in the case of *Loewe & Co. vs. United Hatters of North America* holds the latter subject to heavy damages, amounting to the practical confiscation of the Hatters' funds and subjecting the individual members of that organization to the attachment of their personal belongings; and

Whereas, This decision is based upon the Sherman Anti-Trust Act, under the terms of which Act the United Hatters of North America are declared to be a "combination in restraint of trade or commerce among the several States," and therefore illegal; and

Whereas, This decision, if permitted to stand as a precedent, will have the effect of outlawing the labor movement, an institution everywhere recognized as a necessity to the protection of the working class and a powerful agency for the improvement of industrial and social conditions; and

Whereas, Certain measures are now pending in Congress, among these being proposals to amend the Sherman Anti-Trust Act in such manner as to exempt the labor and agricultural organizations from the penalties imposed upon trusts and other combinations to monopolize natural resources, or the products of labor; to limit the issuance of injunctions in labor disputes and to extend the provisions of the National Eight-Hour law to all Government work, including work performed by contractors and sub-contractors; therefore be it

Resolved, By the members of labor organizations and public of San Francisco, in mass meeting assembled April 18, 1908, that we protest against the decision of the United States Supreme Court in the Hatters' case, as an infringement of free press, free speech and the right of organization, and particularly as calculated to destroy the labor movement; further

Resolved, That we urge upon Congress the passage during the present session of the bills now before that body as hereinbefore referred to; further

Resolved, That we emphatically declare our disapproval of the tendency toward usurpation on the part of the Judiciary and of indifference and contempt on the part of our representatives in Congress, and our determination to maintain the rights of labor and of the public in order that personal liberty and popular government may be preserved throughout our country; further

Resolved, That copies of these resolutions be forwarded to the Congressmen and Senators from California, with an urgent request for their prompt and favorable action thereon.

The foregoing resolutions were adopted by a unanimous rising vote at the great mass-meeting held in the Auditorium Pavilion, San Francisco, last Saturday evening. As predicted, the meeting proved one of the most impressive gatherings ever held in the city in any similar cause. The large audience was composed of representatives of all classes, and the addresses were listened to with attention that indicated the intense earnestness with which the subject of the meeting is regarded generally.

The resolutions were read by Secretary Andrew J. Gallagher, of the San Francisco Labor Council, following which the speakers discussed the subject in all its phases. The analysis made of the United States Supreme Court decision in the Hatters' case, particularly in its bearing upon the Constitutional liberty of the press and free speech and the right of organization, made a deep impression upon the audience, as was frequently manifested by the most enthusiastic demonstrations of approval.

That point in the remarks of the various speakers which was received with more favor than any other was the reference to the necessity of returning to Congress representatives pledged to the principle of human liberty. As each speaker, after emphasizing the necessity of action by the present Congress, predicted that, in event of the failure of such action, the people of the country at large would take the matter in their own hands and elect a House of Representatives pledged to pass the necessary remedial legislation—at each mention of this probability the audience voiced its approval in the most unmistakable manner. The meeting was not a political one in any sense, but it afforded suggestions that will probably prove of interest to politicians desirous of learning which way the wind blows.

From press reports it is learned that the labor protest meetings held throughout the country during the past two or three days have been largely attended and highly successful in every other respect. It remains to be seen what effect these meetings will have upon Congress. One thing, at any rate, has been accomplished, namely, to apprise Congress of the needs of labor. Whether Congress shall act or fail to act, it can not hereafter plead ignorance of the wishes of the people.

FISH-WHEELS IN OREGON.

A vigorous campaign is being waged in Oregon on behalf of legislation to prohibit the use of the fish-wheel, that notoriously destructive method of fishing. Of course, the fishermen are among the most active elements of the people in carrying on the work of protecting the legitimate fishing industry. Under the leadership of the United Fishermen of the Pacific, meetings are being held and literature distributed throughout the State, with the purpose of educating the people so as to secure a full and intelligent referendum vote upon the statute to prohibit the use of the fish-wheel on the upper Columbia River.

The Morning Astorian, of April 11, contains a report of a large meeting held in Astoria on the previous evening, at which the principal address was delivered by Comrade Ed. Rosenberg, Secretary-Treasurer and Organizer of the United Fishermen. We quote the Astorian's report of Comrade Rosenberg's address, as follows:

Mr. Rosenberg did no random talking; he backed his statements with documentary evidence from the best authorities on the continent, by letters and telegrams and words of men profoundly learned and as profoundly interested, chief of which is the dispatch sent him yesterday by Judge Thomas A. McBride, of the Fifth Judicial District of Oregon, whose message covers with extraordinary simplicity and truth, the whole range and gamut of the controversy that has been forced upon the people by the men who have shamelessly fattened upon the pregnant fish of the river seeking the shelter of the natural spawning grounds, and which heads this article. He told how the wheels were constructed, with heartless cunning, to lure the egg-bearing fish into their maws, in the

first instance, and the helpless fry and fingerlings of those that got by, and the very baby-fish sent down from the seven hatcheries of Oregon and Washington; how five out of those seven hatcheries had been abandoned because of the failure of egg and fry to pass the wheels either way, and what the continuance of such killing methods means to the State and to the thousands engaged in the business down here. And he used photographs, cast upon the curtains of the house to illustrate every point he made in this behalf.

He made a splendid plea for the means to carry the truth into the home and conscience of the last voter of Oregon; he told of the help that had come to the committee in charge of this campaign; of its disappointments in certain quarters that stood pledged to the success of the movement; and he wound out a vigorous and wholesome story of the fish situation, with a manly plea for prompt and generous help for funds to carry on the work. He had no tale of reproach, nor doubting, nor fear to unfold; he was sanguine, logical, assured, and full of hope; and demonstrated that his whole ambition was to get the truth before the people who, remote from the river and the interests he is championing, are not so well informed on the vital subject and who may unconsciously vote a sheer disaster upon the commonwealth unless they shall be intelligently apprised of the peril. His address was roundly applauded.

During the course of his remarks on the failure of the local interests to stand by the work in hand, he said that, among others, the Columbia River Packers' Association had "fallen down" on its promise to materially assist his committee and freely quoted Samuel Elmore in the unpleasant premise. Mr. Elmore, who was present, insisted that the speaker tell the reason assigned for the Association's refusal to meet the engagement, and Mr. Rosenberg said that Mr. Elmore had assured him it was because the Columbia River Packers' Association had taken legal advice upon the efficacy of the bill sent up by the Columbia River Fishermen's Protective Association, and that it was deemed to be impracticable and could not be enforced. To this statement Mr. Rosenberg added, pithily, that if the gill-netters' bill was as flimsy as all that, he could not see why Seufert, Warren et al. were spending \$40,000 or \$50,000 to defeat it at the polls, when any lawyer might have yielded up such an opinion for far fewer hundreds.

At the conclusion of the meeting a subscription was taken up, realizing the sum of \$1,220. This sum will be used in the educational work of the campaign against the fish-wheel. The energetic and intelligent work of the fishermen, supported by the public at large, affords every promise of victory for the fishing industry of Oregon, a victory which will redound to the people of that State, no less than to the thousands of men who depend directly upon the industry for a means of livelihood.

The Grays Harbor Post, of Aberdeen, Wash., announces the beginning of its fifth year. The Post is to be congratulated upon the position it has won as the leading paper in southwestern Washington, which preeminence is due to enterprise and skillful management. The JOURNAL extends its good wishes for the continued prosperity of its contemporary, at the same time offering its thanks, in the name of the seamen, for the fairness displayed by the Post in all matters affecting the interests of that craft.

"While there's life there's hope." While the union label is still free from the injunction there is hope of overcoming the decisions of the courts against free speech and free press. Demand the union label on all purchases!

Do your shopping before 6 p. m. on week days and 10 p. m. on Saturdays and the evenings preceding holidays. Help the Retail Clerks to maintain the Early Closing movement.

Demand the blue label of the Cigarmakers when purchasing cigars. It is the only protection against Chinese and tenement-house products.

Demand the union label on all products.

THE BOWHEAD DECISION.

The decision of Judge De Haven in the Bowhead cases, printed elsewhere in this issue, constitutes a very agreeable break in the monotony of legal procedure in such cases. Probably no industry, not even excepting that of oyster-dredging, is conducted in a manner more wantonly regardless of decency and fair play, to say nothing of law, than that of whaling. The average whaling crew are practically shanghaied, and after being kept on board for, say two or three years, they are kicked ashore with neither money nor means of redress. Whether the case of the Bowhead's crew was more than usually flagrant, or whether it was prosecuted with more than usual industry, we leave to the reader. Certain it is that the verdict is unusually favorable to the hapless crew. If we were disposed to be hypercritical, we might suggest that Judge De Haven rather stretched the law in favor of the Bowhead's owners, in ruling that the master of that vessel was justified in inflicting punishment upon the men while the vessel lay at Herschel Island, and therefore within hailing distance of the shore authorities. Under the circumstances, however, such criticism would be unreasonable. Going as far as it does, the decision in the Bowhead cases gives ground for hoping that the courts may yet be disposed to give ear to the details of the whalers' grievances. In the meantime the men directly affected and their friends among the public have much to congratulate themselves upon, in that the decision is a substantial victory for the cause of common decency in the treatment of the men who hunt blubber.

It is reported that Congress has decided not to pass the labor bills now pending before it, and that, instead, the members will hasten home to "mend their fences." It may surprise some of these gentlemen to find upon their return home that their fences are all down and the reservation already staked off by other aspirants for the honor of serving the people.

If you are interested in the abolition of child labor, the sweatshop and the trust, demand the union label. That device is an absolutely unfailing antidote for these evils.

When purchasing goods of any description see that the union label is affixed by the person who made the article. Labels affixed by storekeepers are bogus.

For fair products of all kinds, consult the JOURNAL's ad columns.

WHALERS AWARDED DAMAGES.

(Continued from Page 1.)

"Sergeant Fitzgerald, of the N. W. M. P., came on board, at request or on complaint of some of the crew that said Faber was being tortured. Fitzgerald looked at him and said that he saw no signs of torture, but said we might give him a more comfortable position. Faber was changed then to a sitting position."

It may be assumed that the master was justified in placing Faber in irons at that time, but in making him fast to a stanchion, with his hands above his head, the master was guilty of unnecessary cruelty, for which both he and the ship are liable.

6. Certain of the libelants also claim damages on account of their having been put in irons and confined in the engine-room and the forehold of the vessel on March 22, 1906. The Bowhead was at that time lying at Herschel Island, icebound, and my conclusion from the evidence is that the

master was justified in placing them in irons at that time because of their refusal to perform their ordinary duties as seamen. Although the voyage had been prolonged beyond the period of three years, the libelants were not thereby released from their obligation as seamen under the circumstances appearing here. It is true that the term of service named in the shipping articles expired March 16, 1906, but at that date the vessel was, without fault of her master or owners, imprisoned in the ice, and the voyage for which libelants shipped was not ended and they were bound to obey all lawful orders of the master in and about the vessel while she was thus imprisoned in the ice, under the rule declared in the Belvedere, 100 Fed., 498, in which case it was said:

"The term named in the shipping articles expired on March 8, 1898, but at that date the vessel, without fault of her owners, was imprisoned in the ice. The detention of the libelants from this cause until July, 1898, was an incident to navigation in that latitude, and must be attributed to the act of God, for which the claimants are not liable to respond in damages."

The claim of libelants that they were put in irons at that time because they would not promise to whale during the season of 1906 I do not think is sustained by the evidence. The whaling season does not commence, in those waters, before July and it is not reasonable to suppose that they were put in irons because of their refusal to give a promise that they would engage in that service in the future. It does appear, however, that on June 25, 1906, the libelants, or most of them, addressed the master a letter in which they protested against the Bowhead proceeding eastward for the purpose of whaling. This protest was placed upon three grounds, one of which was the claim that the term for which they had shipped had expired; but in this protest they said: "We, the crew of the S. W. Bowhead, will do everything prescribed by law, but we emphatically refuse to wood or whale any longer. We, the crew of the S. W. Bowhead, will work the ship or anything pertaining to the working of said ship to its port of destination."

This was signed by the libelant James Woodland, but, notwithstanding the promise on his part to assist in working the vessel to its port of destination, the master kept him in irons until September 2, 1906, and I think the evidence shows that this was done because that libelant would not promise to assist in whaling, the master being of opinion that he could rightfully require him to engage in that service.

The imprisonment of Woodland, after June 25, 1906, was, in my opinion, not justifiable.

The time for which he shipped had expired and it was the duty of the master, upon his request, to return with him to San Francisco, or to send him there by some other vessel, as soon as possible after the Bowhead was released from the ice. The Belvedere, 100 Fed., 498.

7. The libelants Bowen, Walker and Woodland left the ship, with the consent of her master, at Point Barrow, September 2, 1906. There was no settlement with them at that time and they have received no compensation for their services—except an advance, and articles from the slop chest.

Faber quit the vessel at Herschel Island May 28, 1906. There was no settlement with him, and he received no other compensation than an advance and provisions and merchandise furnished him. When quitting the vessel he signed a release, but I do not think this release estops him from maintaining his libel. There was no accounting with him at the time, and nothing was given him in satisfaction of the wrongful treatment he received while he was on the vessel.

My conclusion is:

The libelants Anderson, Belyea and Griffith are not bound by the shipping articles signed by them, and are entitled to recover the reasonable value of their services on the Bowhead during the voyage referred to in the libel, less any sums received by them on account of such services and the value of all articles of merchandise furnished them during the voyage; and in addition thereto Anderson and Belyea are each entitled to recover \$400 on account of assaults made upon them by the master of the Bowhead, and costs.

The libelants Woodland, Bowen, Walker and Faber are entitled to recover the value of their services for the time they served as seamen, calculated upon the basis of the shipping articles; that is they are entitled to a proportionate share of the whalebone and oil secured while they were on the Bowhead, less their proportionate share of the expense of bringing the same to San Francisco, and less, also, advances made to them and the value of merchandise furnished them during the voyage. And in addition thereto the libelants Faber and Woodland are each entitled to recover damages on account of the matters stated in the foregoing opinion, the sum of \$500 and costs.

In satisfying said judgment resort will first be had to the stipulation given in said actions for the release of the Bowhead, and if not so satisfied, then execution will issue against the defendants. The cause will be referred to United States Commissioner Brown, to ascertain and report the reasonable value of services of libelants Anderson, Belyea, Griffith, Woodland, Bowen, Walker and Faber, and the amount received by them on account of such services. The libels will be dismissed as to all of the libelants except Anderson, Belyea, Griffith, Woodland, Bowen, Walker and Faber.

Let such a decree be entered.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, April 20, 1908.
Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping medium.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, April 11, 1908.
No meeting; no quorum. Outlook fair.
A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, April 13, 1908.
Shipping still very dull; prospects poor.
H. L. PETERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, April 13, 1908.
Shipping and prospects dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, April 12, 1908.
No meeting; no quorum. Shipping and prospects medium.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, April 13, 1908.
Shipping medium; prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, April 13, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, April 12, 1908.
No meeting; no quorum. Shipping and prospects fair.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, April 13, 1908.
Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, April 6, 1908.
Shipping slack; prospects poor.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 16, 1908.
Regular weekly meeting was called to order at 7:30 p. m., J. O'Connor in the chair. Secretary reported shipping improving.

DAN FULTON, Acting Secretary.
51 Steuart St.

Seattle Agency, April 9, 1908.
Shipping slow.
LEONARD NORKGAUER, Agent.

San Pedro Agency, April 11, 1908.
No meeting; shipping slow; plenty of men ashore.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, April 13, 1908.
Situation unchanged.
ALEX McKECHNIE, Acting Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., April 14, 1908.
Shipping good; prospects uncertain.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., April 8, 1908.
Shipping still dull.
DANIEL SULLIVAN, Secretary.

DIED.

Edward Salonen, No. 1495, a native of Finland, aged 29, drowned at Santa Rosalia, Mexico, on March 22, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

GOOD JUDGMENT DEMANDED.

The action of the Lake Carriers' Association in declaring for "Open Shop" on the Lakes should be taken coolly by the members of the unions affected. No wild talk on the streets, or in public places, should be permitted. The time to test the stamina of the organization is approaching, and every member should so conduct himself as to be absolutely certain that he does not injure the cause, either by word or deed. Each man should appoint himself a committee of one to watch and govern himself, to see that by no possible slip of tongue or hasty action he brings his organization closer to the danger line. I would suggest that this matter be talked over in meetings, that the two resolutions introduced by Comrade Olander at the Joint Conference of Seamen, Firemen and Cooks at Chicago in January, and adopted by the unions, be read carefully and memorized as far as possible.

There must be no stampede, no leap in the dark. Careful consideration and intelligent action is the only safe course. Hot-heads' advice, calling for hasty and ill-timed action, may mean ruin. I, personally, have all the confidence in the world in the good sense and loyalty of our members, and am not uneasy as to the outcome of this trouble. If we are compelled to strike we will strike, and if we strike WE MUST WIN, and WE WILL WIN. But strikes are expensive; they are the court of last resort, and we must avoid them as long as possible. When it can no longer be avoided, then go to it, and WIN.

W. H. JENKINS.

Conneaut, O.

THE BOYS "STUCK."

On April 6 the citizens of Marine City, Mich., elected their city officials. Marine City is, as implied by its name, essentially a city of marine men, such as sailors, marine firemen and cooks, marine engineers, mates, etc. The sailors, firemen and cooks are practically all union men. So are the marine engineers. The mates have all been union men, many of them being former members of the Lake Seamen's Union.

At the election referred to a Union Labor ticket was placed in the field in opposition to the old parties. The labor ticket won, every man on it being elected.

This information is not offered with any intention of making an argument in favor of "Union Labor" tickets. That is not the point. Some few prejudiced individuals around the Lakes have at times expressed doubts as to the ability of the boys of Marine City to "stick together." Aside from the qualifications of the respective candidates, which is important, the fact remains that the union men of Marine City were asked to "stick together."

And they did "STICK." JOS. BLUNT.

The Great Lakes Towing Company's big wrecking steamer Favorite is being fitted out for the season at Port Huron. The Favorite will be ready before the big freighters get started.

STEAMER NETTLETON LAUNCHED.

The first of a fleet to be built for the Wilkinson Transportation Company, the steamer A. E. Nettleton, was successfully launched at the Wyandotte plant of the Detroit Shipbuilding Company on April 11. The Nettleton is a 10,000-ton vessel and will be followed by the steamer J. F. Durston, now nearing completion at the Superior shipyard.

The Durston will have a carrying capacity of 8,000 tons. H. S. Wilkinson is president and G. B. Leonard is secretary and treasurer of the company. The directors are H. S. Wilkinson, G. B. Leonard, L. C. Smith, M. Krause Clock, E. T. Rice, John Dunn, Jr., J. F. Durston, H. S. Holden.

The steamers Nettleton and Durston will be managed by the Wilkinson and Smith interests, which control the United States Transportation Company and the L. C. Smith Transit Company. Captain Ralph Lyons of Lorain will sail the steamer Nettleton.

The steamer William Livingstone will be launched at the Ecorse yard of the Great Lakes Engineering Works on April 25. The Livingstone is building for the Mutual Transit Company, of which G. A. Tomlinson of Duluth is manager. With the launching of the 10,000-ton freighter A. E. Nettleton at the Wyandotte yard of the American Shipbuilding Company, business of the yard will almost reach a standstill. About 1,100 men are employed when the yard is operated at its full capacity, but recently all the employes were laid off with the exception of a launching crew and a few men who will be retained for repair work. About fifty men were retained.

Application has been made for papers of incorporation of the Ashtabula Land and Gravel Company, to be capitalized at \$10,000, of which Robert W. Dingee is to be president and J. M. Kennedy secretary, both of Ashtabula. The company has purchased the sandsucker steamer Wonder, now in ordinary at Sandusky and Captain W. E. Mallory and Engineer James Whelpley, who will handle the boat this season, have gone to fit her out and bring her to Ashtabula. The boat has a capacity of 400 tons daily and the company have leased dock privileges and will handle their products in car load lots only.

The first clearance papers for 1908 were taken out at Milwaukee on April 11 by Captain Tim Kelly of the steamer Maryland, which is loaded with a cargo of barley for delivery at Buffalo. With the first definite signs of a clear path to the Straits, the Maryland will leave Milwaukee. The Maryland is under the management of Vance & Joys, as also is the Manchester, which will clear as soon as the Manchester leaves.

The first vessel to reach the Tonawandas this year with lumber from an Upper Lake port will be the steamer John B. Ketchum, owned by H. M. Loud & Son of Au Sable. She will go from Detroit to Cheboygan to load for George Meyers of Tonawanda.

OFFICERS APPOINTED.

The officers of the D. & C. and D. & B. lines are as follows:

City of Detroit—Captain, A. J. McKay; pilot, Malcolm McLachlan; chief engineer, William Huff; purser, D. A. McIntyre; steward, Alfred Welfare.

City of St. Ignace—Captain, Archie McLachlan; pilot, John Lightbody; chief engineer, John Hall; purser, George P. Weld; steward, Richard Collins.

City of Alpena—Captain, Matthew Lightbody; pilot, William Kinyon; chief engineer, A. Phillips; purser, R. S. White; steward, Edwin Funger.

City of Mackinac—Captain, F. J. Simpson; pilot, Peter Schonisen; chief engineer, Robert Maxwell; purser, A. A. Dolan; steward, H. H. Ford.

City of the Straits—Captain, Salem Robinson; pilot, D. H. McLachlan; chief engineer, Nicholas Fanning; purser, John Barry; steward, T. R. Inglis.

State of Ohio—Captain, William Kinyon; pilot, Frank Hammond; chief engineer, William Braden; purser, George Sladden; steward, A. F. Wells.

State of New York—Captain, Eugene Hayward; chief engineer, George Bayley; steward, E. J. Finlay.

Eastern States—Captain, Duncan McLachlan; pilot, Peter Ferguson; chief engineer, M. E. Sickelsteel; purser, Frank Huston; steward, E. T. Fraser.

Western States—Captain, F. G. Stewart; pilot, J. V. Brown; chief engineer, A. Carter; purser, E. K. Durham; steward, J. A. Grenville.

TO RUN ON NEW SCHEDULE.

Steamers of the Cleveland & Toledo line will this year be operated under a new schedule, which will give four hours at Put-in-Bay on Sunday, Tuesday and Saturday. There will be no change in the hour of departure at either Cleveland or Toledo, but the new plan will, of course, cause a later arrival on the days named. Connection will be made at Cleveland with the C. & B. line steamers for Buffalo on Monday, Wednesday and Friday evenings. The Toledo boat will call at Cedar Point every day instead of three times a week. The steamers State of Ohio and City of Straits will be operated on the run.

KELLEY BOATS FITTING OUT.

The fleet of the Kelley Island Lime and Stone Company is being fitted out for the season and will start operations as soon as ready. The boats and masters of the line are as follows: Steamer A. Y. Gowan, Captain C. Smith; steamer Alva S. Chisholm, Jr., Captain D. Henderson, Jr.; steamer E. C. Rector, Captain Geisendorfer; steamer Clinton, Captain J. Steible; steamer W. B. Sanders, Captain J. H. Wysoon; barges, Norman Kelley, Captain A. Brant; J. H. Pellatt, Captain William Kelly; Dwight G. Cutler, Captain J. M. Robinson; David Moran, Captain A. Fetterly.

Demand the union label on all products.

MASTERS AND ENGINEERS NAMED.

G. A. Tomlinson, of Duluth, has announced the following appointments for the season. The advent of the steamers Berwind, William Livingstone and F. G. Hartwell gives promotion to three masters, and makes vacancies which have been filled in part by the promotion of mates. The list follows:

Steamer	Master	Engineer
H. A. Berwind, C. C. Tousley..	R. J. Close	
F. G. Hartwell, W. G. Maltby..	F. T. Goodwin	
W. Livingstone, D. P. Craine..	A. R. Fortier	
F. C. Ball, W. R. Brown..	M. J. McCauliffe	
Hoover & Mason, C. Auttersen..	J. Adams	
J. E. Davidson, H. Stevenson..	V. M. Jarrett	
Socapa, E. W. Craine....	Thomas Welch	
Sylvania, George Warwick..	W. McCarron	
Ball Bros, T. McDougall.....	W. Bridges	
Sahara, William Landon....	N. H. Slater	
Sierra, Harold Davidson.....	Patterson	
Sinaloa, W. McGregor.....	E. Sampson	
Sonoma, E. M. Haight.....	B. St. Bernard	
Saxona, Ernest Warwick.....	Kissick	
Sonora, J. T. Weaver.....	—	
Sultana, Chester Massey.....	McNamara	
Yosemite ———	———	

LIGHTKEEPER SHIFTED.

Gus Gramer, keeper of the Monroe light, has been transferred to the Maumee light at Toledo, to succeed Captain Delos Hayden, who died in the lighthouse early in February. The recovery of Captain Hayden's body was a herculean task, made so by the soft condition of the ice of the bay. It has been agreed that Gramer will not remain at the light during the winter.

Keeper Gramer was twelve years at the Ecorse light, Detroit River, before coming to Monroe. He is claimed to have saved twenty-two lives while in the service. He will be succeeded at Monroe by August H. Stanner, who has been keeper at Presque Isle clear head light.

John Marron, Cleveland agent of the Anchor line, announced recently that in anticipation of Lake navigation, Anchor line rates from Cleveland have been restored to last season's basis for Sault Ste. Marie, Marquette, Hancock, Dollar Bay, Houghton, Superior, Duluth and points in the West and Northwest, in connection with the Northern Pacific Railway, the Chicago, St. Paul, Minneapolis & Omaha; Great Northern, Canadian Pacific and Canadian Northern, via Superior and Duluth.

It is now expected that the first Anchor line steamer will sail about April 25.

Captain John P. Kelly, of Saginaw, representing the syndicate which some time ago offered 70 per cent of the claims against her, was the purchaser of the passenger steamer Flora at United States marshal's sale at Detroit. He got her for \$5,500, or \$3,500 less than the amount first offered by the Saginaw men. It is the purpose of the Saginaw and Bay City men in the Syndicate to form a company this week for the operation of the Flora, between Saginaw and Detroit, making two trips a week.

Ore is moving from Conneaut docks at the rate of about eighty cars per day. At this rate it will take all summer to clear the docks for new cargoes.

MARINE ITEMS.

Several plates will be taken off the Canadian steamer Stormount, now in dock at Ecorse. She bumped in the St. Lawrence River on her last trip in the 1907 season.

The season of navigation opened at Conneaut, on March 17, when the Collier No. 1 and Car Ferry No. 2, of the Pere Marquette and Bessemer lines left that port for Rondeau and Port Stanley.

There are 15,000,000 bushels of grain now in upper Lake ports awaiting shipment to tidewater via the Erie canals and the canal men can not close contracts for the transportation of this great volume of grain unless they are assured that the Erie Canal will be open and ready for business on May 1.

Do you know that there was a collision in Lake Erie in March 1908, and that between the only two vessels in the Lake? The Pere Marquette Car Ferry No. 2 and Collier No. 1 collided. But the case is not as wonderful as it appears. The No. 2 was breaking ice and No. 1 was following in her wake. No. 2 got stuck and No. 1 hit her. That's all.

The Canadian Government has given notice that a hand fog horn has been established at Providence Bay light station, southern shore of Manitoulin Island, Lake Huron. This fog horn is used to answer signals from vessels in the vicinity of the station in thick weather. Approximate position latitude 45 degrees 39 minutes 5 seconds N., longitude 82 degrees 16 minutes 32 seconds W.

About January 27, 1908, the third order flashing white light exhibited on Wind Point, three and one-fourth miles northward of Racine pierhead lighthouse, western side of Lake Michigan, was temporarily discontinued for a period of about thirty days for repairs to the illuminating apparatus. During the interval a provisional fixed white lens-lantern light was shown from the lantern gallery of the tower.

Buffalo's big winter grain fleet is being unloaded more rapidly, now that the mild weather has come, and the job is rapidly nearing a finish. A few cases of wet cargoes have come to light, and the latest to be reported is that of the steamer Yosemite. She was found to have more than 36,000 bushels of wet wheat aboard when she was unloaded at the elevator. It is understood that the damage was caused by a broken seacock.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.

TONAWANDA.

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johansson, Carl
Anderson, Oskar	Johansen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johanson, Martin
Anderson, Adrian	Jenssen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentson, Albert	Kazlaski, Michael
Bentson, Abraham	Karlson, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Leiesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larsen, C. E.
Bentete, William A.	Laven, William
Burgess, James	Leinstad, Olof
Breman, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Molseberg, Otto
Couger, Joseph	McCall, Patt
Cowan, Maurice C.	McDonald, Murdock
Churbuck, E. W.	McGuire, O. T.
Carlson, Chas.	McIntire, John
Callahan, T. C.	McLeod, Thomas
Cockran, James	McMullen, Robert
Coleman, Arthur	Nilsen, Nils B.
Cook, Henry	Ommendsen, Tollak
Christensen, Chas.	Olsen, John B.
Christensen, Loftis	Olsen, Karl Jeohan
Challanach, Ralph	Olsen, Fritzof
Donaldson, A. E.	Olsen, Johan
Duecks, Louis	Osterdahl, H. B.
Engelsen, T. M.	Org, A.
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DESCENDANTS OF CRUSADERS.

As a result of the recent Arnaud-Cortier expedition into the Southern Sudan the strange theory has been launched in Paris that the Tuaregs, the wild nomads of the Sahara, are of French origin. The assumption is that they are descendants of survivors of the crusading army which King Louis IX (St. Louis) landed at Tunis in 1270.

The King himself died there, and only a few stragglers of the many thousands who accompanied him ever made their way home. The general statement of history has always been that the rest died of pestilence or else were slaughtered or enslaved by the Mohammedans of the coast. Now it is suggested that a strong band, well armed and mounted, may have successfully resisted attack, and made their way into the interior, incidentally securing wives by attacks on the nomad Arabs.

Many facts about the Tuaregs lend a color of possibility to this proposition. They clearly are not of the same race as the peoples surrounding them. They themselves believe that they do not belong to Africa. They have a tradition of migrating thither some centuries ago, but their story is that they are descended from the Turks and reached the Sahara via Egypt. Their status as intruders is further illustrated in the fact that they are irreconcilably at odds with all their neighbors. Whether among the Barbers of the north or the blacks of the south they have no friends.

They are a remarkably white race. Those of the north, who have intermarried with Sudanese women, are known as the "White Tuaregs." In face and stature they suggest rather the European than the Turk. Their strange habit of veiling their faces—the men, for the women go unveiled, though they are Mohammedans—is explained by themselves as due to their dignity; it is not worthy of a true man to allow himself to be looked at. But it is generally believed that it is a survival of the need which strangers experienced to protect their tender skin from the flying sand and dust of the desert. Now it is suggested that the veil is really a survival of the visor of the Crusader's helmet.

In exploiting this theory a Paris newspaper published a portrait of a Tuareg chief who bears the very French sounding name of Amedor. This name, he said, was an inheritance. It came from the earliest days of the tribe. Here is another item of proof that the Tuaregs are of Gallic origin, writes the paper.

And sure enough it is an odd bit of evidence, for now the Comte Amedor de Molans, head of a very ancient family in Franche Comte, comes to the front with the uninterrupted genealogy from the year 1230. The name Amedor is the translation of the old motto of the family thus: "Ame d'or," soul of gold.

It is a family tradition that members of the family accompanied St. Louis on both of his crusading expeditions, the earlier of which came to grief in Egypt as the later one did at Tunis. It is a family tradition, also, the Comte Amedor says, that on each expedition the representative of his family failed to return. He writes as if he were quite ready to embrace in the Tuareg chief a long lost even if somewhat distant cousin. —New York Sun.

ANIMAL LIFE OF THE SEA.

Upon the sand at the water's edge there lies a particle of jelly-like substance, inconspicuous and almost invisible; but, at this season, one moves in such a world of wonders, the merest atoms of tissue are seen to be informed with such varied and vivid life that I lift the particle carefully upon a shell and drop it into a jar of water, to see a strange unfoldment, a beautiful transformation. The central mass expands into a double-chambered bell of pure and transparent vesture, and these gossamer globes begin to contract with regular rhythmic motion, lifting the creature upward, and softly urging it forward by their quickly repeated pulsations, while from below four gradually lengthening tentacles trail backward with graceful undulations. This beautiful medusa, the Sarsia mirabilis, is the earliest of our jelly-fishes to appear in spring. By its pleasing and graceful form, and by its eager and tireless movements, it seems to visit our shores at this season almost like an Ariel of the deep—voiceless, it is true, but throbbing with its message that the ocean's submerged shores and its dark abysmal chasms are all alike in the awakening to the Spirit that transforms the upper world. One is at a loss to comprehend these creatures, so different in form from any that we are wont to associate with animal life. For, although without a head, they are yet capable of sensing the light and auditory vibrations; without hands, arms, or antennae, they are yet responsive to tactile impressions; and although of such fragile and gossamer texture, are yet the vehicle of vivid and intensive life. The movements of the body and the contained impulses that prompt them seem one and indivisible; the desires of its being seem themselves to urge it forward. Like a thought it seems momentarily embodied, or an emotion precipitated into the visible, as it impulsively mounts upward in eager quest; or in apparent disappointment, relaxes its efforts and subsides with all its drifting appendages astream; only, after a moment, to palpitate again with refreshed intention and slowly pulse on its softly insistent way.—H. J. Shannon, in Harper's Magazine.

SUICIDES IN PRUSSIA.

Statistics relative to suicides in Prussia in 1906 have just been issued and present striking figures. In the twelve months no fewer than 7298 persons—5584 men and 1714 women—ended their own lives.

The reasons leading to self-destruction are difficult to establish in many cases, but it was proved that of each 100 persons who had tired of life 6.6 men killed themselves from disappointment over their condition, and 3.6 per cent women from the same cause; owing to physical sufferings, 10.3 men, 8.5 women; nervous disorders, 3.8 men, 6.5 women; insanity, 21.1 men, 33.9 women; weakness of intellect, 1 man, 2.2 women; alcoholism 11.6 men, 1.3 women; attacks of passion, 2.8 men, 6.3 women; consequences of immorality, 0.5 men, 0.2 women; sorrow and despair, 9.4 men, 7.4 women; shame at own actions or guilty consciences, 7.3 men, 6.9 women; anger and quarrels, 1.6 men, 1.8 women; while 24.5 per cent of the men and 21.1 per cent of the women took their lives for unknown reasons.

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(Continued from Page 5.)

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SALMON IN CHILE.

The propagation of salmon is developing in Chile in a way that promises good results in a short time. The first experiments conducted in various streams in the Republic have demonstrated the fact that the salmon takes kindly to those waters, in consequence of which fact the chief of the section of rivers and forests has ordered the distribution of 200,000 fish from the hatchery of Rio Blanco in the rivers of the country. Eighty thousand have already been distributed in four rivers to the north of Valparaiso, while a commission has gone with the remainder. The distribution is made with great care, and there is reason to believe that it will accomplish splendid results.

Both the congrio and corbina, the two best fish obtainable, are becoming more difficult to secure, and it is to be hoped that this course will add the salmon to the rather short list of really good fish that are to be found in those waters. During 1906 the imports of salmon into Chile were 1,282,039 pounds, of which the United States supplied 1,011,802 pounds, valued at \$100,720 United States currency. It is not likely the new propaganda will materially affect the imports of salmon for some years to come.

A WINCH IMPROVEMENT.

There is probably no other part of the equipment of steamships that has given rise to more trouble and annoyance than that of the steam winch. Especially does this apply to passenger vessels, where the present form of winch often intrudes its discomfiting noise upon the passengers. Patents for the elimination of this disadvantage are numerous in England, but so far with only qualified success. Anything that can be put upon the market which will do away with the intolerable rattle of the steam winch as it now exists will not only be welcomed by the traveling public, but will prove acceptable both to crews of vessels and to ship-owners.

An invention which it is expected is likely to cause a revolution in the manufacture of this class of equipment has recently been on view in Liverpool. The important innovation in the winch consists of the adaptation of the sprocket and chain in lieu of the cog. The sprocket-and-chain system is by no means new in its application to machinery, but it is said to be the first time that it has been applied to a steam winch. The claim of the inventors and also of the manufacturers is that a winch driven by this patent is silent in its working. An engineering expert on behalf of a Liverpool shipping paper witnessed a trial of the patent winch and is of the following opinion.

Beyond doubt it fulfilled to the utmost extent all that was claimed for it. The nearest approach to noise which attended the lifting of considerable weights was only similar to the burr common to a motor car, and there was a total absence of the nerve-racking rattle and crash associated with the labor of the ordinary steam winch. It is only fair to state also that the experiment was carried out at a time when the patent winch was fixed on a comparatively rough bed. The driving chains were adjusted to a breaking strain of 15 tons. This may not be very much more than the shearing strain of the ordinary tooth-wheeled gear, but there can be no two opinions as to the absence of noise, or the facility with which the chain may be repaired if it carried away, as against both the noise and the difficulty of repair common to the prevailing type of winch.

It is the expectation of the inventors that this new type of winch will be largely taken advantage of by shipowners.

SCOTCH UNEMPLOYED.

The total number of applications received for relief in Scotland during the year ended May 15, 1907, was 8,860 or 0.48 per cent of the population. The proportion of unemployed to the population ranged from 0.08 per cent in Paisley to 1.55 per cent in Greenock, 0.3 per cent in Glasgow, 0.39 per cent in Dundee, and 0.78 per cent in Edinburgh. Of the total applicants 6,987 were rendered assistance.

The total receipts from all sources amounted to \$100,920 and the total expenditures to \$95,120. Of the receipts \$37,760 was from the Parliamentary grant and \$2,135 from the Queen's unemployed fund. The largest contributions were made to Edinburgh and Aberdeen, being \$6,500 and \$5,750, respectively.

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MINE BLASTING INVENTION.

A check weigher at the South Normanton coal mine in Derbyshire, England, has invented a method of blasting which is claimed to much reduce the liability of accidents by ensuring the firing of every charge. Official reports for 1906 show 281 accidents from blasting operations in that country during the year, causing 43 deaths and injuries to 312 persons. It is claimed that nearly half of these accidents, deaths, and injuries could have been prevented by the use of this invention.

While the invention is particularly applicable to mines and quarries, it may be used in all kinds of blasting. It is thus described: The end of a tube with a loose central needle is inserted into a cartridge of explosive material, and the cartridge with the tube and needle are placed in the prepared shot hole. The hole is then rammed, after which the needle is withdrawn from the tube, and the detonator, attached to a suitable carrier, is then passed through the tube into the space left in the explosive by the withdrawal of the needle.

The detonator is coupled to the battery and fired; but if from any cause the explosive is not fired, or the detonator misses fire, it can be withdrawn and another detonator attached to the carrier and placed to the explosive as in the first case. This method, it is claimed, places within the bounds of possibility the safe control of these detonators, which have been a menace to the lives of miners, as well as to the general public. They can be placed in charge of officials and kept from the workmen, and in case of "miss-fires" they can be returned to the makers or destroyed by means provided for that purpose.

AUSTRALIA AND COLORED LABOR.

On the establishment of the Australian Commonwealth the Federal Parliament imposed an education test on all immigrants, but while in practice Europeans are not subjected to this test it is applied to all others so rigorously as absolutely to secure their exclusion. This Federal law embodies the inflexible resolve of Australians not to see reproduced in their country the conditions prevailing in the Southern States of America or in those South American communities where mixed races predominate. As the Agent-General for New South Wales would put it, they hold their territory as trustees for the British people in the first instance, and in the second place for the white races generally, and in so holding it they conceive themselves to have a nobler idea of their imperial responsibilities than have any of the critics who insist on the admission of Asiatics.

The part of Australia preferred by the advocates of colored labor is the so-called Northern Territory belonging to South Australia and the northern seaboard of Queensland, where tropical produce is grown in profusion. The Agent-General for New South Wales denies that the white man born in Australia can not work in the Australian tropics, where malarial fever retreats before the systematic cultivation of the soil. He points out that the born Australian is more nearly acclimated to the tropics than is the Japanese or the inhabitant of Central and Northern China. At Hakodate, in Japan, the average temperature of the coldest

month is 27.5 Fahrenheit, and at Tokio 36. At Shanghai the average temperature of the coldest month is 25.7 and at Peking 26.6. At Melbourne, on the other hand, in the coldest months the average temperature is 49.2, in Adelaide 51.7, in Sydney 52.3 and in Brisbane 60. Then again statistics show that in tropical Queensland the death rate among Kanakas is twenty-four a thousand, whereas the death rate for adult Europeans in the same region is not more than fourteen a thousand, and for persons of the same age as the Kanakas about eleven a thousand.

It is also a fact that the sugar cane industry did not collapse, as was prophesied, on the withdrawal of the Kanakas; on the contrary, it has since become more flourishing. In 1901, when the Commonwealth law excluding Kanakas became operative, there were 13,170 acres of sugar cane cultivated by white labor and 82,530 acres cultivated by colored labor. Six years later the respective areas were 116,520 acres cultivated exclusively by whites and 16,628 acres on which colored labor was employed. In 1902 the consumption of sugar in the Australian Commonwealth was 84,000 tons of imported sugar and 93,000 tons of Australian sugar; the figures now are 8000 tons of imported sugar and 195,000 tons of Australian sugar. Such is the outcome of the substitution of white for colored labor in the cane fields. What is true of Northern Queensland is likewise true of the Northern Territory, although the latter area is only at the dawn of its development. The experience of the last decade has shown that even there under existing conditions the death rate of European males is but 19.1 a thousand, of European females only 9.2. It is not true, therefore, that in tropical Australia the whites are victims of the climate.—New York Sun.

FRENCH SEA FOODS.

The Marennes oyster is considered the most popular in France. The oyster parks are laid out in the space between the island of Oleron, the island of Aix and the mainland. Each ebb tide permits the waters of the Seudre to flow over the beds. The bivalves are brought to La Rochelle in large numbers from the breeding beds at Archeson. Here they are deposited in the mud to fatten and to take on the peculiar coppery tint and taste, which makes the green oyster of Marennes popular in France. According to the statistics of 1907, shipments of oysters from one of the two railway stations gave a total of 8220 tons, which necessitated the use of 620 freight cars. The increase over 1906 was over 150 tons.

A number of fishes hitherto unknown in these waters, but well known on the Atlantic Coast of the United States, have recently appeared, among the most numerous being the sheepshead and the bluefish. The appearance of this new sea food has caused considerable interest in the fishing industry. The presence of shad is also greatly appreciated, but is due directly to the fish culture in the streams emptying into the Bay of Biscay. Shad bred in these waters apparently differ slightly in form and color from the American variety.

The coal mines at Fuchau, Liaotung, which were closed during the Russo-Japanese war, have received permission from Peking to resume operations.

World's Workers.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during February, 1908, was 255, a decrease of 39 as compared with the previous month, and an increase of 18 as compared with February, 1907.

The 500 Cubans who recently left Santiago on the steamship Amanda, for Brazil, where they were to be put at work on the construction of the new railroad running between Brazil and Bolivia, have mutinied at Para. They declare that they were badly treated on board the vessel.

The net result of all the changes in British wages taking effect in February was an increase of £942 per week. The number of workpeople affected was 146,762, of whom 127,424 received advances amounting to £1,923 per week, and 19,338 sustained decreases amounting to £981 per week.

Answering a question of the Labor leader in the House of Commons, John Burns, President of the Local Government Board, stated that it was not intended to introduce any legislation with regard to unemployment during the present session, but the Government proposed to meet the period of distress as sympathetically as possible.

The changes of hours of British labor taking effect in February affected 212 work people, whose aggregate working time was reduced by 371 hours per week. The total number of workpeople reported as affected by changes in hours of labor in January and February, 1908, was 395, the net decrease in their working hours being 1,047 per week.

The total number of cases of poisoning and of anthrax reported to the British Home Office during February was 58, consisting of 50 cases of lead poisoning, 1 of arsenic poisoning and 7 of anthrax. In addition to the above, 15 cases of lead poisoning (including 4 deaths) were reported during February among house painters and plumbers.

The number of deaths from industrial accidents in the United Kingdom reported in the year 1907 was 4,460, an increase of 341 on the year 1906 and of 277 on the average for the five years 1903-1907. With the exception of quarrying, each group of occupation shows an increase as compared with 1906. These increases were most marked in the shipping and mining groups.

The miners at Wyalong, Australia, with the exception of three pits, are on strike for eight hours from bank to bank. The strike committee are paying married men 30s and single men 20s per week while the strike lasts, and the men who are working in one mine where the demand has been conceded are cheerfully paying a levy of 7s 6d a week to assist their comrades in winning their fight.

Labor Senator Russell asked in the Senate recently whether the Vice-President of the Executive Council was aware that a Victorian coal mining company had dismissed a number of members of the Coal Miners' Association because that organization had registered under the Federal Arbitration Act? If so, would the minister call the attention of the Attorney-General to the fact, with a view to a prosecution against the company for a violation of the Federal Act? Senator Best, in reply, promised to bring the question under the notice of the Attorney-General.

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Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

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Bee, Call	Larson, H. J.
Behrsen, J.	Larson, Konrad
Benson, J. E.	-1454 Lerston, J.
Birkelund, R.	Lindman, H. A.
Blomberg, Gust.	Lindholm, C., -1274
Blomquist, H.	Lindberry, Aug
Black, M. McKenzie	Lind, H. E.
Boulton, Thomas	Mayer, P. M.
Boman, Oscar	Martinsen, I.
Bohman, Erick	Matson, M. A.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Jullus	Mattson, F.
Brand, Peder	Mikkelt, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Morris, E.
Bylander, Fred	Myllne, P.
Carlson, A. M.	Nyren, A.
Campbell, Albert	Nyman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, B. T.	-656 Nelson, Helge
Christensen, Albert	Nordenhurg, John
Christensen, Fred	Norvel, Wm.
Christensen, Elner	Nyburg, E.
Christoffersen, John	Nurse, U. F.
Christensen, Otto,	O'Driscoll, J. J.
-1223	Ohlson, Jullus
Clemens, Geo.	Olsson, Oscar
Clewley, James	Olson, Chas.
Colby, E. E.	Olsson, E., -966
Curran, N.	Olson, H., -563
Danelsen, Ernest	Olsson, C. O., -705
Edwards, John	Olson, Ola
Edmond, Hjalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olson, B.
Elmeborn, Carl R.	Olson, P. O.
Eklund, P. H.	Overnik, Thos.
Eldedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Eriksen, Peter	Pettersen, Erik
Eslenberg, Gust	Pedersen, Myer
Falk, O. A., -479	Peterson, H., -1230
Farley, D.	Pederson, Louis
Fabuck, L.	Petersen, O. P.
Fitzgerald, Harry	Penningrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990.
Fraberg, Fredrik	Picard
Gad, V. C.	Polge, L.
Gad, S. V.	Pontynen, H.
Gotaas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmundsen, Johan	Reek, John
nes	Reymond, L.
Hardin, M.	Remer, Jacob
Haakonsen, H.	Rojahn, Axel
Hansen, H. M.	Rojenes, A. or G.
Halvorsen, Edwln	Rose, W. H.
Hansen, W.	-1620 Scott, E. G.
Hansen, C. Fuhr	Schmah, M.
Hansen, Theodor	Schmidt, P.
Hawkes, W. J.	Scherlan, R.
Hermansen, F.	Schultz, E., -1842
Hesterberg, Max	Schon, Hans
Hixon, W. J.	Scholgrain, J.
Hjeltrem, T.	Seppel, P.
Hope, N.	Sibelin, C.
Hogan, R.	Shane, J.
Hollburg, Oluf.	Smevig, J.
Hollngren, G. J.	Sodroholm, A.
Hutchison, E.	Staff, K.
Jacobson, John	Steln, A.
Jamison, James	Svestin, K.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Chas.	Thornlie, G.
Jorgenson, Alf.	True, C. Nelson
Jordfeld, Theo.	-1925 Wallace, A.
Jorgenson, Heine	Westma, A.
Johnson, J. F.	-1462 Wimmer, Geo.
Johnson, J. J.	Waners, H.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanhiid, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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Union Made
WATCHES AND JEWELRY
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PAINTS AND OILS.
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Portland, Or., Letter List.

Ackerle, Ernst	Jansson, Joel
Bertheisen, Alfred	Johansen, F. B.
Bade, Alex	Johnson, Andrew
Borge, Sigurd H.-	Jakobsen, Ole
1568	Jensen, Peter
Brookman, Robert	Kone, Erenst
Bartels, Otto	Lewis, W. J.
Behrens, Emil	Lettre, Honore
Boose, Paul C.	Lerch, Paul
Connecke, Hugo	Le Solien, Pierre
Cone, Pierre	Madsen, M.-1503
Dahl, John	Mikkelsen, Joseph
Espensen, E. N.	McArthur, Chas. A.
Eriksson, E. J.	Capt.
Gustafson, A.	Neuling, A.
Gunther, Richard	Nelson, Louis
Hilarion, Chas.	Nilsen, Edwin
Hegan, Paddy	Peterson, Neel
Hogan, Bernt	Peterson, J. A.
Hansen, Hans-1250	Pohmann, Hans
Hansen, H.	Petersson, John
Hansen, Geo. J.-1267	Peterson, H.
Helms, W.	Smith, Henry
Hansen, Aidan	Samuelson, Victor
Jensen, George Lud-	Schmidt, Fritz
wig	Turner, W.
Jahnke, Arthur	Wilsen, Anders

INFORMATION WANTED.

The following ex-members of the
crew of the schooner Kona, who
were paid off in Honolulu, H. T., on
September 24, 1903, are requested to
communicate with the firm of Hind,
Rolph & Co., Honolulu, H. T.: C.
Olsen, first mate; C. Ekkliff, second
mate; G. Tinbon, cook; Frank Lee,
cabin boy; Hannor Chowar, W. Ditt-
man, John Corrigan, J. Sellberg, John
Nelson and W. Beckman, seamen.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

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Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

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UNION MADE HEAD TO FOOT OUT-
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Res. Phone, Ind. X 7028.

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SHOES, at

Westerman & Schermer,

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Fair Treatment of labor should ask their
shoe dealer for shoes bearing this stamp.

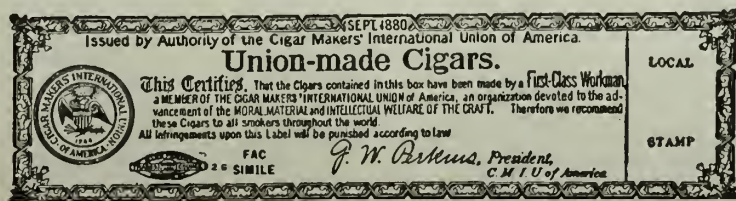


The product of Fair Employers and Fair Labor merits the pat-
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246 Summer St., Boston, Mass.

SMOKERS

See that this label (in light blue)
appears on the box from which
you are served.

**Home News.**

Fire in Chelsea, Mass., on April 12,
caused the loss of thirteen lives and
destroyed property to the value of
\$5,000,000.

The hearing of the appeal of the
Standard Oil Company from the
fine of \$29,240,000, imposed by Judge
Landis, has been set for May 7 and 8.

The leaders of Congress have noti-
fied President Roosevelt that several
laws which he desires to have en-
acted at this session will not be put
through.

Should President Roosevelt's present
desires be realized, he will spend the
first year after his retirement from
office in travel outside the United
States.

The express companies in Nebraska,
the American, the United States and
the Pacific, reduced express rates 25
per cent, on April 16, in conformity
with the Sibley Act, which has just
gone into effect.

United States Pension Commis-
sioner Warner has announced that
widows now on the pension roll will
not be required to make application
for the increase from \$8 to \$12 a
month recently voted by Congress.

The bill of the Joint Insurance
Committee modifying the limitations
upon the expense of securing new life
insurance business was unanimously
passed by the New York Senate on
April 15. It now goes to the Gov-
ernor.

The special Grand Jury investi-
gating the American Ice Company at
New York has reported that they
had not found sufficient evidence to
return indictments against either the
American Ice Company or its presi-
dent, Wesley M. Oler.

William S. Wortman, formerly
president of the Oakland (Pa.) Sav-
ings and Trust Company, pleaded
guilty at Pittsburg on April 14 to the
embezzlement of \$14,000 of the com-
pany's funds and was sentenced to
five years in the penitentiary.

The jury in the case of a ticket
seller at the Orpheum theater, in
Kansas City, Mo., recently returned a
verdict finding him guilty of violat-
ing the Missouri law against perform-
ing unnecessary labor on Sunday and
fixed his punishment at a fine of \$1.

The Canadian Government has in-
structed police officials at Winnipeg,
Man., to escort Emma Goldman to the
boundary. If the United States Gov-
ernment refuses to allow her to cross,
she will be sent to Russia, although
she claims to be a United States
citizen.

President Roosevelt on April 17
sent to Congress a message asking
Congress for an appropriation in
order to discharge the obligation of
the United States to the Government
of Sweden for the settlement of Sa-
moan claims. The sum involved is
only \$375.

The Canadian Pacific Railroad has
decided to build a second railway line
through the Rocky Mountains to the
Pacific Coast. Land on Hardy Bay,
in the northern part of Vancouver,
has been secured for a terminus. The
road will connect with the line run-
ning from there to Edmonton.

The army is practically assured of
an increase in pay. The conferees
of the Senate and House have reached
an agreement on this item of the
Army Appropriation bill substantially
along the lines of the Senate amend-
ment, which graded the authorized in-
crease according to the various
branches of the service.

News from Abroad.

The retirement from the Russian army for "private reasons" of Generals Fock, Smirnoff and Reiss was gazetted on April 16 in the Russky Invalid.

The German Reichstag has passed the Government measure making compulsory the use of the German language in all public meetings in the Empire.

The revenue returns of the United Kingdom for the year ending March 31 show a total of \$782,688,450, a net increase over the preceding 12 months of \$6,506,020.

The Japanese Official Gazette will announce that on April 30 payment will be made of about \$10,000,000 as the first instalment of the redemption of the \$50,000,000 national loan.

Announcement is made in the Spanish official gazette of a new extradition treaty between the United States and Spain, negotiations for which have been going on for some time past.

Count Andreas Potocki, Governor of the Austro-Polish province of Galicia, was assassinated at Lemburg on April 12 by a Ruthenian student, while giving an audience to a delegation of students.

There will be launched at Newcastle, Eng., on April 21 the first of the three big battleships building for Brazil. The new vessel will be called the Minas Geraes. She will cost approximately \$9,000,000.

A sensational prison break is reported from Pensea, Russia, which resulted in ten deaths. Eleven political prisoners attacked and stabbed two wardens to death. Eight prisoners were killed by guards.

Seventeen persons perished by the capsizing of the steamer Goetalef at Gotenberg, Sweden, on April 15. They for the most part were passengers. The master and crew of the steamer managed to swim ashore.

Death sentences were handed down at Tobolsk, Siberia, on April 16, in the cases of thirteen persons who were implicated in a recent prison riot, in which a warden and nine convicts were killed. The men had been tried by court-martial.

Reports from St. Petersburg state that Russia desires to remove the impression that the refusal of Fred. D. Fisher, the American Consul at Harbin, to recognize the Russian administration of that territory involves the integrity of Manchuria.

By a vote of 214 to 60 the Danish Folkething has passed the Government franchise bill, under which all taxpayers, both male and female, over 25 years of age, and all married women whose husbands are taxpayers are entitled to vote in all communal elections.

The Prefect of Moscow is about to begin prosecutions against five of his sub-prefects, the Chief of the Fire Department and several of the higher police officials, alleging that their departments are honeycombed with corruption, extortion and collusion with criminals.

With regard to the assault committed recently by a Japanese postman and other Japanese upon other native servants of the American Consul General at Moukden, Willard D. Straight, Baron Hayashi, the Japanese Minister to China, has given assurances that if any Japanese official has offended, full reparation for his discourtesy will be made.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Ackerson, Peter
Ahlborg, G. A.
Ahlhoff, Wm.
Ahlsstedt, Anders
Aksess, Hjalmar
Alksne, August
Allen, Fred
Allen, James
Amnell, Albert
Andersen, -1073
Andersen, Oscar
Andersen, Adler
Andersen, Arvid
Andersen, Einar
Andersen, Olaf
Andersen, Harold
Andersen, -1233
Andersen, -1549
Andersen, -1562
Anderson, A.
Anderson, Chas.
Anderson, L.
Bacanau, V.
Baillie, Joe
Banke, -1646
Baterman, S. J.
Bauman, Ernest
Bausback, Eswin
Becker, Fred W.
Behrens, E.
Belin, Eric
Beling, Oskar
Bengtsson, J.
Benson, -1611
Berg, A. C.
Berge, Johan S.
Berglund, Nils P.
Bergquist, Stanley
Bergquist, -1395
Berlenz, Emil
Bernard, S.
Beyerle, Ruppert
Bickel, Leonard
Bjork, Algot
Bjork, Axel
Bjorkholm, G. A.
Carlsen, Hans
Carlsen, Hans H.
Carlsen, Conrad
Carlsen, A.
Carlsen, Th.
Carlson, M. A.
Carlson, Carl
Carlstrom, Arvid
Carlstrom, John
Cast o, Lucas
Chambers, A. G.
Christensen, Albert
Christensen, -1065
Christensen, -587
Dache, Paul
Dahlman, J. A.
Danberg, Rudolf
Danenberg, Rudolf
Daugul, G.
Dempsey, Thomas
De Sot, Elmer
Desventer, Aug
Easton, R. W.
Eckerlein, Frank
Eddy, Geo.
Edson, Frank
Ehresman, John
Ekeland, Sigurd
Eklund, John A.
Ekman, Oscar
Eliasson, Ludv.
Engberg, A.
Falck, Axel
Farley, Wm.
Faulkner, John
Fercula, John
Ferme, O.
Fiksdal, Lars
Findley, Harold
Finnson, W.
Fitzgerald, Harry
Follis, George
Forschu, Alex
Gabrielsen, Knud
Gabrielson, C. W.
Gabrielsen, Elling
Gabrielsen, Oscar
Gad, Sophus
Garten, Chris
Gartz, Wm.
Geissler, Hans
Haasensitter, C.
Haldorsen, H. E.
Hall, Wm.
Halvorsen, -1439
Halvorsen, Olaf
Hansen, Frithjof
Hansen, Hans
Hansen, Johan M.
Hansen, Otto W.
Hansen, Geo.
Hansen, -1136
Hansen, -1837
Hansen, -1638
Hansen, H. T.
Hansen, Nikolai
Hansen, Vilgo A.
Hansen, -1592
Hansson, -1786
Harbeck, Theo.
Harries, Max
Haroldsson, -874
Haroldsson, Kjartan
Hartkopf, Joseph
Haugen, Lars
Hawkins, M.
Hearn, P.
Heicke, Paul
Heidenberg, Carl G.
Ingemarsen, -132
Itwelt, Fr.
Jach, Paul
Jacob, Ambross
Jacobs, Fred
Jacobsen, Anton
Jacobsen, -1686
Jacobsen, K.
Jakobsson, John Alf.
Jansen, K.
Janson, -1779
Jansson, Chas. A.
Jarvie, W.
Jaspersen, Martin
Jensen, Peter
Anderson, -991
Anderson, -1463
Anderson, A. B.
Anderson, F. M.
Anderson, -1541
Anderson, Edward
Anderson, -1240
Anderson, -1246
Andersson, Viktor
Andersson, -1481
Andreassen, N. S.
Antonsen, Marius
Antonsen, Hjalmar
Arden, S. F.
Arnesen, -1111
Arnesen, Isak
Arntsen, Eric
Arro, Nicolas
Askerlund, D. O.
Asmussen, Max
Axelsson, C. B.
Aylward, Jas.
Bjorklund, Erick
Bjromsgaard, C. E.
Billington, Martin
Black, John
Blindheim, O. C.
Blomberg, Chas.
Blum, Albert
Boesen, Peter A.
Bohman, -630
Bolas, Peder
Bonot, Viktor
Bostrom, C.
Bourbigou, Louis
Boylan, Chris.
Braun, Jakob
Bredesen, Johan
Brelin, Adolph
Brox, Henrik
Brumlinger, P.
Buas, Thomas
Budenditche, G.
Buelna, R.
Bult, Ernst
Burke, Jas.
Christenson, Sigv.
Christian, E. F.
Christiansen, Nels
Christoffersen, B.
Claus, C.
Clausen, Laurits
Clement, Ole
Clyde, H. R.
Cnudsen, Davit
Connecke, Hugo
Coud, C.
Cs, G. E.
Cuttler, W.
De Young, A. W.
Dixon, H.
Domgorgen, Pet.
Domnick, H.
Dorles, H.
Dowling, S.
Duis, -547
Dupon, -978
Engblom, John
Englund, Hjalmar
Eriksen, Emanuel
Eriksen, -513
Eriksen, Edw. H.
Eriksen, Karl H.
Eriksen, Erik
Eriksson, K.
Esnaute, Geo.
Fosen, A. H.
Frasak, Aug. E.
Frederick, B.
Fredricson, C. G.
Fredriksen, Berger
Friberg, P.
Fridlund, Johan
Fris, Chr.
Frose, Johannes
Frost, Hans
Green, Frank O.
Green, Wm.
Green, Chas.
Gronman, Ivar
Gundersen, Sevrin
Gunnarsson, John
Gustafsson, A. F.
Guzek, Bernhard
Heine, Carl
Heino, W.
Helmer, F. H.
Henriksen, -1737
Henriksen, H. A.
Henriksen, Herman
Henrikson, R. F.
Hensen, Albert
Heren, P. O.
Hermansen, Halvor
Hesterberg, Max
Hill, -567
Hoffmann, Fr.
Holmether, Sig.
Holmes, Martin
Holmquist, E. G.
Holmstrom, Chas. A.
Holt, R.
Holst, Rudolf
Holt, Karl C.
Holtnes, Magnus
Homenan, H.
Hore, Allick
Houston, Robert
Hull, H.
Hultberg, E. J.
Hurley, Wm.
Iversen, Sigurd
Iversen, Tom
Jensen, Johannes
Jensen, Axel
Jensen, C. E.
Jensen, -1311
Jensen, -1826
Jensen, -1833
Jansson, Nils
Jersch, Wm.
Johannesen, -1549
Johannesen, M. E.
Johansen, -2126
Johansen, Kristian
Johansen, Karl L.

Johansen, -1201
Johansen, Carl F.
Johansen, -1821
Johanson, Ellis R.
Johanson, Sigfrid
Johanson, -1556
Johanson, A.
Johansson, C. A.
Johansson, A. F.
Johansson, J. A.
Johannesen, Vald.
Kaasik, A.
Kamp, G. H.
Kane, G.
Karlsen, -1269
Karlsen, -383
Karlsen, Rasmus
Karlsen, Konrad
Karlsen, -1312
Karlsen, -859
Karlsso, 1257
Kavander, V.
Kiel, P.
Kinny, L. F.
Kirk, Geo. Wm.
Lahmeyer, Hermann
Lahr, Otto
Laine, W. E.
Landahl, Carl
Lang, Gustaf
Langner, -1347
Langvardt, Chr.
Lantz, Gus
Larsen, -1288
Larsen, Chr.
Larsen, -591
Larsen, -644
Larsen, Laurits S.
Larsen, -1290
Larsen, -769
Larsen, Fredrik
Larsen, Efraim
Larsen, Axel L.
Larsen, Th.
Laritzen, Anton
Laws, Harry
Lax, Karl
Macewin, T.
Mackrodt, J.
Magl, M.
Magnusson-1799
Mahling, W.
Malmberg, Ellis
Mancilla, Pedro
Mansfield, Jack
Markman, Harry
Martin, -499
Martinius, Olaf
Marz, John Henry
Mathisen, Hans A.
Mattler, Franz
Mattsson, K. J.
McCallie, Wm.
Nelson, Carl
Nelson, Carl F.
Nelson, C. M.
Nelson, -641
Nelson, -985
Nelson, Carl J.
Nelson, B. P.
Nelson, Axel W.
Nesblitt, Jas. E.
Nester, Wilson
Niebaer, John
Nielsen, -754
Nielsen, -552
Nielsen, Otto
Nielsen, Gustave
Oasin, Alfred
O'Driscoll, J. J.
Oesterling, Emil
Olson, Johan
Olson, Olaf S.
Olson, -835
Olson, -542
Olson, -522
Olson, F. E.
Olson, P. J.
Olson, Sigvart
Olson, Lars
Olson, Anton
Olson-991
Olsson, W.
Olsson, C. B.
Pache, P.
Palgren, Alex
Patsek, Chas. S.
Pedersen, Peder
Pedersen, Olaf A.
Pedersen, -1266
Pedersen-1093
Pedersen-1118
Pedersen, M.
Pedersen, Edward
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Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Gustaf Lang, a member of the Sailors' Union of the Pacific, is requested to call at or communicate with the office of the Coast Seamen's Journal.

Wilford Lawton, Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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Labor News.

Several departments of the Cambria (Pa.) Steel Company began operations last week, following a three months' suspension, affording employment to 1,500 persons.

The Wheatland (Pa.) mill of the Shenango Iron and Steel Company and the finishing department of the Sharon Steel Hoop Company resumed operations on April 6, affording employment to 1000 men.

The eight-hour day went into effect at Marysville, Cal., on April 5. Every contractor, builder and employer gave notice that eight hours will constitute a working day. There will be no decrease in wages.

As a culmination of the bitter feeling engendered by the mobilization of the State constabulary at Chester, Pa., in connection with the street-car strike, Marshal Crawford, a member of Troop B, was shot in a skirmish with Thomas and Nicholas Berger.

Another of a series of surprises within the past few weeks was announced by the Southern Pacific Company at Sparks, Nev., on April 16, with the posting of a notice suspending work in most of the departments of the company at that place.

President Roosevelt has directed that Sunday work in the departments hereafter be restricted to that which is of an emergency character or which is recognized as being absolutely necessary to the public interest and welfare.

The Canadian Pacific has decided to break with unions which have a membership in the many trades employed in the Canadian Pacific shops. The company has abrogated the agreement entered into last September, giving a month's notice to the unions.

Following the lead of the Pennsylvania Railroad Company, the Federal Furnace Company and the firm of Coats & Burchard have posted notices to the effect that after the first of the month no person not a citizen of the United States would be employed.

The 200,000 idle miners in the central competitive district returned to work on April 20. An amicable agreement between miners and operators was reached by members of the State committees, which was later ratified by a joint meeting of miners and operators.

New York officials of the Commercial Telegraphers' Union have been notified that a large number of locals have adopted the resolution of Local No. 1, of Chicago, declaring for a strike against the Western Union Telegraph Company on June 1 if the wages paid before the strike are not restored.

At a conference between the Montana Coal Operators' Association and the United Mine Workers, District No. 22, an agreement was signed on April 16, effective until September, under the terms of which operators at every coal mine in the State will be continued uninterruptedly and all possibility of strikes removed.

A wage reduction averaging 10 per cent went into effect on April 13 in the cotton cloth, yarn and thread mills in New England and New York State employing a total of 43,500 operatives. Since the beginning of the general wage reduction movement in March the pay of 153,500 mill hands in the northern States have been cut. Of this number 144,000 are employed by New England mills, and 9,500 in New York State factories.

With the Wits.

Squaring Accounts.—Tommy Figg—Sister's beau kicked my dog yesterday, but I got even with him, you bet.
Johnny Briggs—How?
Tommy Figg—I mixed quinine with her face powder.—Pick-Me-Up.

Sure of Her Ground.—Mistress—Jane, I saw the milkman kiss you this morning. In the future I will take the milk in.

Jane—"Twouldn't be no use, mum. He's promised never to kiss anybody but me.—London Illustrated Bits.

Easy Enough.—Spriggins—I can always tell when I am at my office whether it is a bill collector or a client that touches my electric bell.

Higgins—You can?
Spriggins—Yes; no clients ever come.—Somerville Journal.

No Divided Allegiance.—Lil—So you rejected that young fireman, did you?

Min—I surely did. Do you suppose I'd marry a man who might leave me at any hour of the twenty-four to dance attendance on some other flame?—Chicago Tribune.

Wasted Caution.—Church—What's that piece of cord tied around your finger for?

Gotham—My wife put it there to remind me to mail her letter.

Church—And did you mail it?
Gotham—No; she forgot to give it to me.—The Congregationalist.

Modest Request.—Meandering Mike—Say, mister, couldn't youse help a pore travelin' feller ter buy a auter-mobeele?

Citizen—Huh! You don't want much.

Meandering Mike—Dat's right, mister. I've got de oil an' all I needs now is de mersheen.—Chicago News.

His Part of It.—"Look here," remarked the thrifty man to his extravagant wife, "you're carrying too much sail, my lady."

"Indeed!" she retorted. "I don't see why you should bother about that."

"Well, I think I should, since I have to raise the wind."—Philadelphia Press.

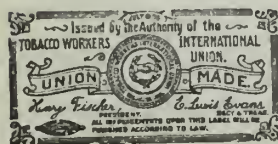
Why He Saved.—"Ah, dropping something in your bank for a rainy day, eh, Tommy?" remarked the visitor in an encouraging tone.

"No, for a snowy day," replied Tommy.

"Snowy day?"
"Yes, when I get enough saved up I am going to buy a sled."—Chicago News.

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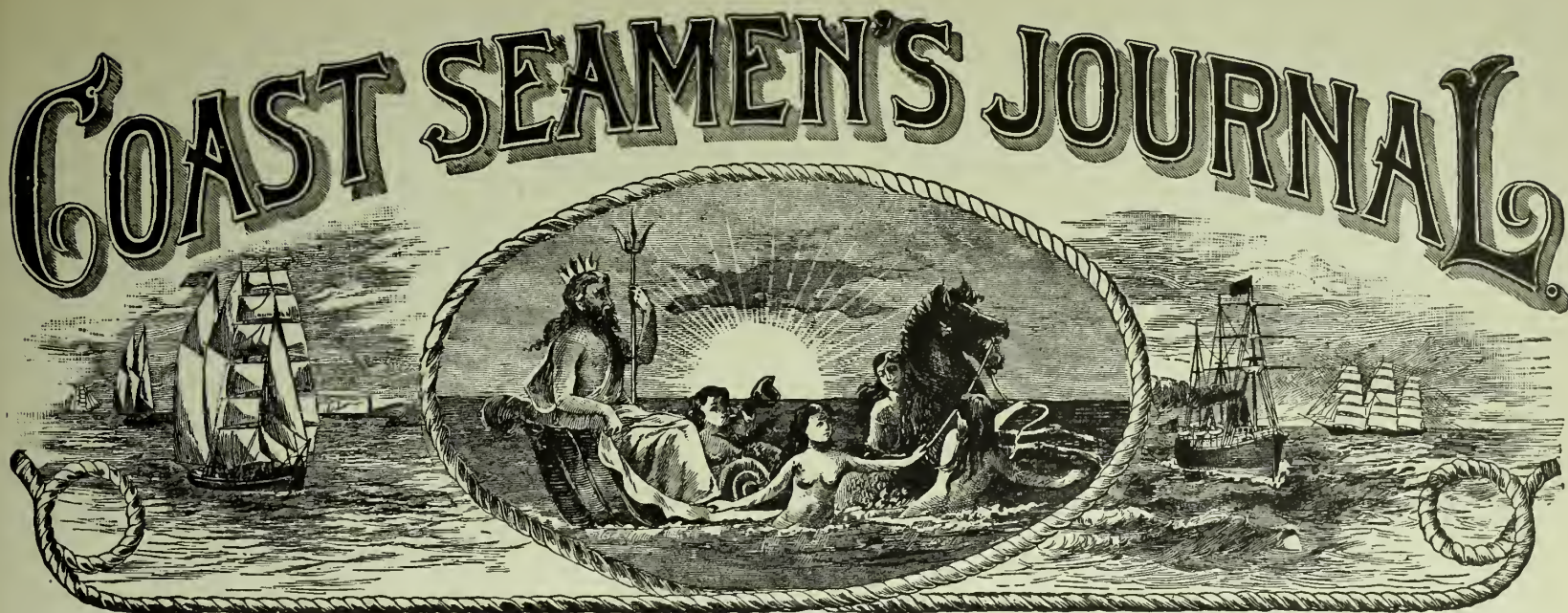
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VOL. XXI, No. 32.

SAN FRANCISCO, WEDNESDAY, APRIL 29, 1908.

Whole No. 1062.

SULZER PRESENTS LABOR'S VIEWS

THE views of organized labor on the decision of the United States Supreme Court in the Hatters' case were presented to the House of Representatives on March 17, in a speech delivered by Representative Sulzer, of New York. Mr. Sulzer's remarks, as reported in the Congressional Record, are as follows:

The House being in Committee of the Whole House on the state of the Union, and having under consideration the bill (H. R. 16268) making appropriations for the payment of invalid and other pensions of the United States for the fiscal year ending June 30, 1909, and for other purposes—

Mr. SULZER said:

Mr. Chairman. The recent decision of the United States Supreme Court in the case of the United Hatters of North America is of far-reaching importance and affects every workman in our country. That decision practically holds that a labor organization is a trust and subject to the provisions of the so-called "Anti-Trust law." I do not think this was the intention of Congress when the Act was passed; but be that as it may my judgment is that this decision should be given the widest possible publicity, with the comments of the leaders of organized labor, to the end that all may know. So, Mr. Chairman, I send to the Clerk's desk and ask to have read in my time a very able and exhaustive and lucid commentary on the decision by President Samuel Gompers, an editorial by him in the American Federationist, and the decision itself.

The CHAIRMAN. The Clerk will read.

The Clerk read as follows:

[Editorial from American Federationist, by Samuel Gompers.]

On February 3, 1908, the Supreme Court issued the most drastic and far-reaching decision which it has ever handed down. This decision affects all labor and hence the whole people. The case was that of the Loewe Company against The United Hatters of North America. The Court invokes the Sherman Anti-Trust law and under it decides that the Hatters are liable in damages according to the complaint of the Loewe Company. This action was first brought in the United States Circuit Court in the district of Connecticut under section 7 of the Sherman Anti-Trust law. The lower court sustained the contention of the Hatters that they were not liable under the Sherman law.

The Loewe Company then carried the case by writ of error to the Circuit Court of Appeals. The Circuit Court, desiring the instruction of the Supreme Court on the writ of error, put the question thus:

"Upon this state of facts can the plaintiffs (Loewe & Co) maintain an action against the defendants (Hatters) under section 7 of the Sherman Anti-Trust law of July 2, 1890?"

The plaintiffs and defendants then joined in the application to the Supreme Court to require the whole record and cause to be sent up for its consideration. This application was granted.

The Supreme Court invoked not only section 7, but sections 1 and 2 of the Sherman Anti-Trust Act, and declared that: "In our opinion the com-

bination described in the declaration (United Hatters) was a combination in restraint of trade or commerce among the several States in the sense in which those words are used in the Act, and the action can be maintained accordingly."

The decree also states:

"And that conclusion rests on many judgments of this court to the effect that the Act (Sherman Anti-Trust) prohibits any combination whatever to secure action which essentially obstructs the free flow of commerce between the States, or restricts in that regard the liberty of a trader to engage in business.

"The combination charged (boycott by Hatters) falls within the class of restraints of trade aimed at compelling third parties and strangers involuntarily not to engage in the course of trade except on conditions that the combination (Hatters) imposes."

The sections of the Sherman Anti-Trust law upon which the decision is based are as follows:

"Section 1. Every contract, combination, in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract or engage in any such combination or conspiracy shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding \$5,000, or by imprisonment not exceeding one year, or by both said punishments in the discretion of the court.

"Sec. 2. Every person who shall monopolize, or attempt to monopolize, or combine or conspire with any other person or persons to monopolize any part of trade or commerce among the several States or with foreign nations shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding \$5,000, or by imprisonment not exceeding one year, or by both said punishments in the discretion of the court."

"Sec. 7. Any person who shall be injured in his business or property by any other person or corporation by reason of anything forbidden or declared to be unlawful by this Act may sue therefor in any Circuit Court of the United States in the district in which the defendant resides or is found, without respect to the amount in controversy, and shall recover threefold the damages by him sustained and the costs of suit, including a reasonable attorney's fee."

We publish elsewhere in this issue the Supreme Court decision in full. The court attached the complaint of the plaintiffs in the margin of the decision, and it also quotes from their complaint in the body of the decision.

No more sweeping, far-reaching, and important decision has ever been issued by the Supreme Court. The Dred Scott decision did not approach this in scope and importance, for it only decreed that any runaway slave could be pursued if he made his escape into a free State and his return compelled by all the powers of the Government, to his owner to a slave State. Any person who assisted in the escape of a slave or who harbored him could be prosecuted before the courts for a criminal offense. That decision involved the few negro slaves who could make good their escape from a slave-holding State. The Civil War annulled the decision of the Supreme Court and

freed the slaves. It cost the lives of hundreds of thousands of brave men on both sides and emancipated from chattel slavery 4,000,000 slaves. No man now proudly points to that famous Dred Scott Supreme Court decision.

The decision of the Supreme Court in the Hatters' case involves every worker and every sympathizer with the ennobling work of the labor movement of our land. A study of this momentous decision reveals some strange peculiarities. Outside of the opening paragraphs quoted above, the decision has very little other than the citation of cases which are held to illustrate and support it. There are references to injunctions granted under the Sherman Anti-Trust Act and brief comment upon the citations, the decision gives an outline of the complaint incorrect in many particulars, especially in its summary of boycott proceedings by the Hatters. It quotes directly and at great length from the complaint (Loewe & Co.). The decision concludes thus:

"And then follow the averments (in Loewe complaint) that the defendants (Hatters) proceeded to carry out their combination to restrain and destroy interstate trade and commerce between the plaintiffs and their customers in other States by employing the identical means contrived for that purpose, and that by reason of those acts plaintiffs were damaged in their business and property in some \$80,000.

"We think a case within the statute was set up and that the demurrer should have been overruled.

"Judgment (of lower court) reversed, and cause remanded with a direction to proceed accordingly."

Reference to the decision itself will show what precedents are quoted and what comments the court makes on them to show their alleged bearing on this case; but, in truth, not one of them in any degree parallels this case or sets any precedent that the layman can discover.

The Hatters' defense of the boycott, their explanation, and justification—for the boycott is admitted—appears nowhere in the decision.

As the complaint of the plaintiffs (the Loewe Company) is published in full with decision, it would seem only fair that the reply of the defendants (Hatters) should also have been reproduced.

As it is, the complaint of the plaintiffs is apparently taken by the court as a true and correct account of what happened, though it is in reality full of the most glaring inaccuracies and misstatements. We have not the space here to quote the complaint and point out its fallacies, but may do so in the future.

When the court quotes from the complaint it includes its errors.

Some of these we shall point out, for it is not right that what is destined to become so historic a decision should rest upon a faulty foundation of fact without protest.

The court, quoting from the plaintiff's complaint, directly says the defendants were—

"engaged in a combined scheme and effort to force all manufacturers of fur hats in the United States, including the plaintiffs, against their will and their previous policy of carrying on their business, to organize their workmen in the departments of making and finishing in each of their factories into an organization, to be part and

parcel of the said combination known as the United Hatters of North America, or as the defendants and their confederates term it, unionize their shops, with the intent thereby to control the employment of labor in and the operation of said factories, and to subject the same to the direction and control of persons other than the owners of the same, in a manner extremely onerous and distasteful to such owners, and to carry out such scheme, effort, and purpose, by restraining and destroying the interstate trade and commerce of such manufacturers, by means of intimidation of and threats made to such manufacturers and their customers in the several States, of boycotting them, their product, and their customers, using therefor all the powerful means at their command as aforesaid until such time as, from the damage and loss of business resulting therefrom, the said manufacturers should yield to the said demand to unionize their factories."

The Hatters had union agreements with seventy out of eighty-two manufacturers in the country. The Supreme Court says of this:

"That the conspiracy or combination was so far progressed that out of eighty-two manufacturers of this country engaged in the production of fur hats, seventy had accepted the terms and acceded to the demand that the shop should be conducted in accordance, so far as conditions of employment were concerned, with the will of the American Federation of Labor; that the local union demanded of plaintiffs that they should unionize their shop under the peril of being boycotted by this combination, which demand defendants declined to comply with; that thereupon the American Federation of Labor, acting through its official organ and through its organizers, declared a boycott."

The court takes the amazing view that even the very successful effort of the Hatters' Union to obtain and maintain industrial peace with employers is proof of unlawful conduct—that is, "conspiracy"—and under the Sherman Anti-Trust law unlawful and punishable by being mulcted in damages and by fine and imprisonment.

As a matter of fact, neither the Hatters nor any other trade ever attempted to "force all manufacturers against their will" to make agreements with the union. Common sense teaches that a voluntary agreement between an employer and a union must be a peaceful one.

All union agreements with employers are voluntary and mutual.

No union could, if it tried, force an employer to enter into an agreement with it. No union attempts such unbusinesslike tactics. The most any union has done is to decline to buy the products of a firm which declined to employ union men and grant the prevailing rate of wages, hours of labor, and conditions of employment. Supposing that they were exercising their constitutional right of free speech, union men have asked their friends and fellow-unionists not to buy such goods. A word as to this custom may not be amiss here.

No manufacturer, no retailer, has any vested right in the purchasing power of an individual or the community; no court can confer upon him that right. The patronage or purchasing of goods depends on the whim of those who buy. A purchaser may decline to buy certain goods, for the most absurd reason or no reason; yet the person who has those goods to sell has no resource by which he can force the purchaser to buy them.

In illustration of this, witness the stock of goods which accumulate in every line of retail business, nothing wrong with the goods except that the whim of a passing fashion has decreed them out of date and the purchaser looks for novelty, or, on the other hand, the purchaser may decline to buy the article in fashion and insist upon the indulgence of individual taste, thus greatly disappointing the retailer who would like to dispose of stock on hand. We digress this much to show how completely the purchasing power is vested in inclination.

In the case in point the boycott by the Hatters against the Loewe Company did not result in fewer hats being purchased by the community; therefore we can not see how there was any restraint of trade. The boycott, if effective, merely diverted the purchasers to some other make of hats. The volume of trade was the same, though for certain reasons some manufacturers may have sold more hats than others. We fail to see that the Hatters did anything more than ordinary business competitors do when they try to divert business to themselves from other competitors by advertising. The Hatters tried to divert the hat business to the products of union labor. Since their boycott neither obstructed nor decreased the total volume of trade, we fail to see how their action could be "a conspiracy in restraint of trade and commerce."

The Supreme Court in its decision specifically charges that the American Federation of Labor acting through its official organ and through its organizers declared a boycott.

The Court's Error in Fact.

The court is in error. The American Federation of Labor never indorsed or declared a boycott against the Loewe Company. In fact, no request for such action in any manner or form was ever made to the American Federation of Labor or its officers either directly or indirectly by the Hatters or anyone else. The Loewe Company was never published on the "We Don't Patronize" list of the American Federationist. We invite

the inspection of the files of the American Federationist and of our office records in proof of this. We feel it our duty in the interest of truth and accuracy to call public attention to the error of the court in charging the American Federation of Labor with being a party to the action against the Loewe Company.

We can hardly believe that the Supreme Court itself realized the evil consequences which may follow this decision under its construction of the Sherman Anti-Trust law, a construction never intended by Congress.

It may be like the falling pebble which dislodges the avalanche, bringing ruin and destruction upon all in its path. Should this be the result, it will follow from the nature and operation of the decision itself, not because of the protest of those affected.

We regard the members of the Supreme Bench as upright and incorruptible. We believe that in any decision handed down each judge honestly and conscientiously gives the opinion which he believes to be correct. We do not agree with those who charge the court with being influenced by sinister motives or under the domination of corporate influence.

But, while expressing our confidence in the integrity of the Supreme Court, we must also say that, being human, we do not consider it infallible in its judgments. We must accept them because, under our form of government, the Supreme Court is the highest legal tribunal. Right or wrong, there is no appeal from its decision. It is true that this is the only country possessing such a tribunal, and it is a subject for serious speculation whether we might not do better under some other form of procedure; but such speculation is useless so far as the immediate future is concerned.

We are proud of the institutions of our country and try to uphold them with all our power, but we do protest against the assumption of lawmaking power by the courts. In assuming such functions they invade the sphere of the legislative and executive, which must necessarily result injuriously to the very fabric of our Republic. Such action by the courts not being contemplated by the Constitution, there are no safeguards, no checks, as to what may be attempted. This assumption of power, even under the guise of construing existing law, is none the less dangerous, for a decision of the court then becomes a law without the people ever having had an opportunity to take any part in the making or rejecting of it.

We trust it will not be considered lese majeste if we say that in our opinion the Supreme Court in this and other recent decisions affecting labor tends to revert to medieval procedure rather than make the application of legal principles to the present industrial situation. The conditions with all their complications are here and not of our making. Why should our highest tribunal ignore them and plunge the people into confusion and distress?

However, it is not so wonderful that the court takes this attitude.

The lifelong environment of the respected gentlemen who compose the Supreme Bench has been such that they have not been brought into personal contact with industrial problems. On the contrary, their associations have been largely with business and financial men and affairs. Naturally a man absorbs most of his point of view from his environment. It is quite understandable to us that justices of the Supreme Court should have little knowledge of modern industrial conditions and less sympathy with the efforts of the wage-workers to adapt themselves to the marvelous revolution which has taken place in industry in the past half century.

The language of the Hatters' decision makes it clear that the Supreme Court has not informed itself on modern economics. In its opinion the rights of hats seem to be greater than the rights of man. It seems to regard a hat as a sacred emblem of the rights of property; hence its protection is imperative. No effort, however, is made to protect the right of man to a fair return for his labor and the opportunity to labor under the prevailing conditions. In fact this decision goes to an unheard-of length in punishing the workers for the exercise of their rights.

We regret exceedingly that this is so. While again expressing our belief in the integrity of the court, we yet are convinced that it is the duty of this high tribunal to inform itself of the great principles underlying the economic conditions of our time. Were its members to do this, we believe they would perceive that a labor union can neither be a trust nor subject to trust laws. The decision refers to a book which seems to have suggested certain views. We would suggest that the members of the court read the chapter entitled "Some equivocal rights of labor," from the book *Moral Overstrain*, by George W. Alger. It will disclose the difference between essential remedies to relieve wrongs and the academic (?) rights which avail the workers nothing. While the union is not specifically declared a trust under this application of the Sherman Act, yet the Supreme Court construes for the punishment of the unions a law which was only intended to apply to illegal trusts. The wording of the law permits the penalty to attach whether the union is considered a trust, "or otherwise," so we can take our choice as to the nomenclature, but the penalties apply in any case.

From the fact that labor unions are declared punishable under trust penalties we feel that we

should again point out how widely different is a labor union from a trust—for upon these vital and fundamental differences of the two are based the main reasons for our protest.

Organized Labor Not a Trust.

The labor union is not a trust; none of its achievements in behalf of its members—and society at large—can properly be confounded with the pernicious and selfish activities of the illegal trust. A trust, even at its best, is an organization of the few to monopolize the production and control the distribution of a material product of some kind. The voluntary association of the workers for mutual benefit and assistance is essentially different. Even if they seek to control the disposition of their labor power, it must be remembered that the power to labor is not a material commodity.

There can not be a trust in something which is not yet produced.

The human power to produce is the antithesis of the material commodities which become the subject of trust control.

From its very nature the labor union can not be regarded as a trust, yet the Supreme Court seems not to have considered this vital distinction in arriving at its decision.

Public opinion is practically unanimous in recognizing the union as one of the most essential means of securing for the workman his rights, protecting him against injustice, and putting him in touch with all the best thought and most advanced movements of ethical forces of civilization.

The aims and purposes of our labor movement have often been stated before, but will bear brief restatement at this time, when the attempt is being made in many directions to so cripple the activities of our unions that they may be shorn of their usefulness.

Our unions aim to improve the standard of life, to uproot ignorance, and foster education; to instill character, manhood, and independent spirit among our people; to bring about a recognition of the interdependence of man upon his fellow-man. We aim to establish a normal workday, to take the children from the factory and workshop and give them the opportunity of the school, the home, and the playground. In a word, our unions strive to lighten toil, educate their members, make their homes more cheerful, and in every way contribute an earnest effort toward making life the better worth living. To achieve these praiseworthy ends we believe that all honorable and lawful means are both justifiable and commendable and should receive the sympathetic support of every right-thinking American.

If the workers are to be deprived of their opportunities for self-improvement and independence; if they are to be held at the will of the employer—and if this decision is enforced such might be the consequence—the industrial condition of our country would sink lower than that of slavery.

The slave owner was usually restrained from going to extremes in the treatment of his slaves by the fact that they represented property value to him, but if the industrial situation ensues indicated by this court decision, the wage-workers would be more under the control of the unscrupulous employer than was the slave under his owner.

We do not believe that the conscience and sense of justice of a large majority of employers will permit them to take advantage of the conditions possible under this decision. We believe that they and all good citizens will join with us in the earnest attempt to secure a remedy from Congress; but there is always the selfish, avaricious, conscienceless type of employer, and it gives us pause to think of the hardships and persecutions which such employers might inflict when their rapacity has the protection of a decree such as this recent one delivered by the Supreme Court.

At the time the Sherman Anti-Trust law was passed we warned our members and the public that it was so drawn that we feared a construction would be read into it so as to apply it to our unions instead of to the trusts which it was intended to restrain.

The event which we feared has come to pass. The law has long been admitted to be of no value in restraining or really punishing trusts. Useless as an instrument of good, it has now been made an instrument of positive mischief, and perverted from its original intent.

We know the Sherman law was intended by Congress to punish illegal trusts and not the labor unions, for we had various conferences with members of Congress while the Sherman Act was pending, and remember clearly that such a determination was stated again and again.

The judges of the Supreme Court should be aware of this, for the legislation has been enacted within their knowledge and memory. While not expecting infallibility on the part of the court, we do think it should acquire and act upon current information as to the intent of such an Act as the Sherman Anti-Trust law.

We would have supposed that the debates upon this subject in Congress would have had some weight in assisting judicial interpretation of application of the law. It apparently did, but in a most misleading way. In this decision the court says that some effort was made when the Sherman Act was pending in Congress to exclude organized labor and agricultural labor from its

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

COLOR OF THE SEA.

An attempt to measure accurately the color of the sea in different places and at different times, and to make use of the results in a systematic way, to the advantage of navigators, fishermen, etc., is described in *La Nature* (Paris) by Professor J. Thoulet, of the University of Nancy. Of the difficulties of observation and the instrument that overcomes them he writes:

"The color of the sea at a given place varies according to the manner in which it is observed. Seen from the top of a cliff or the bridge of a vessel the color depends on a considerable number of variables, among which may be mentioned the actual color of the water, which is a pure azure, the various phenomena of absorption, refraction, reflection and diffusion of light, the influence of suspended particles, whether colored or not, the exterior light, the cloudiness of the sky, the height of the sun above the horizon, the state of agitation of the water, the temperature, the quantity of salts in solution, the neighborhood, distance and nature of the bottom. In reality, these causes, each of which has been studied separately and is now well known, are so numerous that it would be quite correct to affirm that if, at the same instant, an observer could look at the same portion of sea from two different viewpoints, he would see it in different tints.

"The notation of sea color, in such conditions, must necessarily be very rough and approximate and will never have real scientific character. If it were otherwise, a painter would need but a single flat tint to represent it. The artist's task would be prodigiously simplified, it is true; but art would hardly reap the same advantage.

"If, as Professor Wittstein first suggested, we take a mirror, inclined at 45 degrees and fixed to the end of a rod, immerse it completely, while keeping it in the upper layers of the water, and look directly downward at it, we have quite a different case. Here we are looking along a practically infinite extent of water, equally illuminated in all its parts, and, as there is no reflection, the tint is perfectly uniform, transparent, and comparable to that of a fine limpid glass. By turning the mirror about with the rod, the direction of the illumination is altered without changing any other condition, so that the color remains essentially unchanged, the depth of the shade alone being altered. Thus it becomes possible to appreciate surely and scientifically the tint of sea water in one locality and at a determinate moment."

The president of a prominent company at Hull, Ont., says: "Canada has an area of 2,600,000 square miles of pulpwood. Nine years ago Canada had 34 pulp mills and 40 paper mills, producing 327 tons a day. Today there are 58 pulp mills and 46 paper mills, producing 3,400 tons a day."

The Italian Popular Society for the Suppression of Alcoholism has arranged for a series of eighteen public conferences in various parts of the country for the purpose of perfecting and developing the organization.

BRITISH INDUSTRIAL CONDITIONS.

Chief among the world's manufactures are now those of iron. Indeed, the world's demand for iron goods increases more rapidly than its demand for any other class of commodities. Within a period of about twenty-five years the world's per capita consumption of iron has increased by 250 per cent; therefore, as a manufacturing nation particularly well adapted for the production of iron, we ought to have made great progress in this branch of industry. But what are the facts? Whether we take a period of ten years, or twenty years, or thirty years, we shall find that we have failed to increase our per capita output of iron. While the world's demand for, and our chief rivals' production of, iron have alike increased enormously, we have made no substantial headway in the iron trades. We attained supremacy in the past, when we had no formidable rivals, but from the moment that we were challenged by competitors working under a different fiscal system we began to lose that supremacy, and have been rapidly relegated to a third-rate position. While other nations have gone ahead by leaps and bounds we have merely marked time. Yet we are told by the greatest living apostle of free trade that "in the productiveness of industry we stand at the head of the nations."

If Mr. Asquith had said that we stood at the head of the nations in the production of paupers, beggars, unemployed men, hungry women and children, he would have been much nearer the mark than in asserting that we stood at the head of the nations in the productiveness of industry and the distribution of wealth. In no other country possessing a fertile soil, a good climate, a wealth of minerals, and a plethora of skillful and willing workers, has it been possible in recent times to find so many idle men, or so large a proportion of the inhabitants badly fed as in the free trade United Kingdom. Nor is the reason far to seek. No other country imports so many products of foreign industry, while its own labor lacks employment, as the United Kingdom. Our productive industries are failing to keep pace with the growth of population; they are failing to keep pace with the world's growing demand for commodities, and they are failing to keep pace with the industries of protectionist nations, with the result that we starve, pauperize and exile more efficient workers than any other great country.—*London Pall Mall Gazette*.

The Government of Chile has paid to date \$2,818,480 United States gold for property appropriated for public use in the reconstruction of the city of Valparaiso. This is done to widen some of the streets, straighten others, and to modernize that portion of the city that was so nearly a total wreck.

Several English button-making concerns in Birmingham, Eng., have formed a combination with a capital stock of \$1,216,000. The purpose is to reduce the keen competition and effect manufacturing economies.

ACROSS THE ALPS BY CANAL.

Italian engineers have won so high a reputation by their achievements that well-informed persons will not ridicule the report from Rome that a distinguished member of the profession in that country has seriously proposed the construction of a canal across the Alps and the Apenines to connect Lake Constance and Genoa. This would be a realization of the wildest dreams of the most ardent believer in the existence of that "era of waterways" upon which the civilized world is supposed to be entering. There is a vast difference, however, between the feasibility of an engineering project and its practicability, and as there are as yet no data as to the cost of the undertaking or as to the amount of traffic such a canal could expect to handle economically, the world can afford to await its development with placidity.

It would appear that a canal which would rise more than 3100 feet in a distance a little less than ten miles, the conditions represented by the most critical portion of the proposed route via the Splügen pass—from Isolata, at the summit, to Chiavenna, at the foot of the pass on the Italian side—would call for a water supply to work the locks that would be wholly impossible to secure. Signor Caminada, the author of the plan, proposes to meet this difficulty in an exceedingly ingenious way, and this will be the feature of the project of greatest interest to engineers. His plan calls for a system of parallel canals divided into no fewer than 137 sections. The water, of course, would descend in both, but is designed to pass across to each line alternately, the effect being that a barge would descend with the sinking water in one section, or lock, while another rose with the rising water in a lower section on the other side. This would mean an economy of water and greater expedition. The inventor of this ingenious system has satisfied himself that the water supply in the Alps is sufficient for the purposes of the canal, and that the supply in the Apenines can be made certain by the construction of reservoirs. It is a beautiful scheme, and while none of the present generation may live to see it carried out, it would be rash to say that it never will be attempted.—*Philadelphia Public Ledger*.

The inspector has returned from looking after the herring fishing at Bay of Islands, and we learn from him that up to December 20 fifty-four American and twenty-two Canadian vessels arrived on the coast. Of these 26 American vessels left with cargoes averaging 1,400 barrels, making a total of 51,800 barrels exported thus far. Prices, which had dropped to \$1.25, were again \$1.50 to \$2 for frozen herring. The best of good feeling prevails among the fishermen of the different countries, and everything is working smoothly. The American captains use the Newfoundlanders' own tubs for measurement, and do everything in a fair way.

Demand the union label on all products.

Domestic and Naval.

Directors of the Cunard Steamship Company have decided to recommend a dividend of 5 per cent and that the company carry forward \$545,000, as against \$270,000 last year.

Laden with monkeys, tigers, leopards, other animals and serpents, the German steamship Braunfels arrived at Philadelphia, Pa., recently from Calcutta.

For the first time in the history of Philadelphia's commerce a new 10,000-ton steamship arrived there on April 14, to inaugurate a direct service between that port and Naples and Genoa.

The American State Department has made representation to the British Government through Ambassador Reid with regard to the seizure of two American fishing schooners off Newfoundland.

Officers and enlisted men of the Navy, on duty in all parts of the world, have contributed to wage a fight in Rhode Island for recognition of the right of admission of naval men to places of amusement.

Anticipating favorable action by Congress on the proposition for 6,000 additional men for the Navy, of whom 3,000 may be obtained prior to July 1, instructions have been given by the Bureau of Navigation to resume recruiting.

The new tank steamship Oklahoma, built in Camden by the New York Shipbuilding Company, passed out from Delaware Breakwater recently on her official trial trip. This vessel is one of the largest bulk oil carriers under the American flag.

A dispatch from St. John's, N. F., says that the sealing steamer Newfoundland arrived and reported the loss of the sealing steamer Grand Lake, with 20,000 skins, valued at \$130,000. The sides of the Grand Lake were covered with ice when she sank. The crew were saved.

Secretary of State Root and British Ambassador Bryce have signed two treaties between the United States and Great Britain. One provides for a commission to determine the boundary between the United States and Canada, and the other regulates fishing in the Great Lakes and contiguous streams.

By a remarkably close margin of one minute the Cunard liner Mauretania established a new record across the Atlantic in the voyage which ended at New York on April 17. Her time for the passage was four days, twenty-three hours and fifty-nine minutes, beating the Lusitania's record of exactly five days.

The British steamship Mesabe, on her voyage from London to New York, passed a dangerous derelict floating low in the water on April 6, in latitude 41.10 north, longitude 58.30 west. The wreck had two masts, one standing about 12 feet out of the water and the other about 6 feet. They were 30 feet apart.

The new White Star liners, which will be the largest vessels yet projected, will be laid down at Belfast next June. The exact measurements of the steamers have not been given out, but they will be over 840 feet in length, 78 feet in width, with a gross tonnage of 45,000 or 50,000. The ships are to be fitted with combination turbines and reciprocating engines guaranteed to maintain a speed of twenty-one knots. The names of the vessels are to be the Olympic and Titanic.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

It is reported upon seemingly good authority that the Toyo Kisen Kaisha steamers will discontinue Honolulu as a port of call.

The Peruvian scout cruiser Almirante Grau arrived at San Francisco on April 12. She will go to the Union Iron Works for an overhauling.

The bill introduced by Representative Kahn giving sealers the right to present their claims in the courts was favorably reported in the House of Representatives on April 24.

A telegram received at San Francisco on April 16 from London conveys the information that the overdue British ship Castle Rock has been posted at Lloyd's as missing. The Castle Rock was bound from Sydney for Puget Sound.

As a result of the Chinese boycott on Japanese goods and vessels, the Japanese steamer America Maru sailed from Hongkong on April 11 for San Francisco without a single package of Chinese cargo.

The seagoing tugs Hercules and Goliah, the newest acquisition of the Shipowners and Merchants' Tugboat Company, arrived at San Francisco on April 12 after a passage of seventy-two days and sixteen hours from Philadelphia.

The work of wrecking the steamship Corona, which is on the beach near Humboldt Bay, will be resumed early next month. As the tides of next month are extremely low, it is confidently expected that the vessel will be raised and floated before the month closes.

An opinion rendered in the United States District Court by Judge De Haven at San Francisco on April 15 decided that towage charges for taking a disabled vessel to a port of repair come within the "general average" clause of marine insurance policies.

The new "Red Stack" tug Hercules, which recently arrived from Camden, N. J., after a remarkable voyage round by the Magellan Straits, made her first tow from San Francisco on April 24. The Hercules left Point Richmond for Port San Luis with the barge Ninety-one in tow.

The following changes of masters were recorded at San Francisco on April 20: Andrew Petersen, American steamer Capistrano, vice Matthew Buckard; Charles Gustafson, American steamer Fort Bragg, vice J. H. Cunningham; A. Mahlstadt, American schooner Miami, vice P. H. Anderson.

After establishing a transpacific steaming record for freight steamers by making the run from Yokohama to William Head in 12 days, 22 hours and 15 minutes, the British steamer Teucer established another record for vessels of her class by steaming from Port Townsend to Tacoma in four hours and one minute.

Captain T. Doyle, of the bark Carondelet, has reported to the Branch Hydrographic Office, at San Francisco that on April 7, in latitude north 48 16, longitude west 124 53, he saw a ship's topmast standing upright in the water and showing about ten feet above water line. The upper end was splintered as if broken off.

The ship Magna Reva Company filed a libel in the United States District Court at San Francisco on April 24 against Balfour, Guthrie & Co. to recover \$1,898.48 alleged to be the balance due on a charter to transport 364½ tons of coal for the respondents from New York and Baltimore to San Francisco, the charter calling for \$8 a ton.

The new steam-schooner Carlos, built by Stone & Vanbergen, was launched at Harbor View, San Francisco, on April 23. The Carlos is 210 feet long, 41 feet beam and 16 feet deep. She is an oil burner, has triple expansion engines with fourteen-inch high-pressure cylinders. The Carlos has been built for the coastwise passenger and freight trade.

According to reports received from Port Ross all the deckhouses on the wrecked steamer Pomona have been washed away during the recent rough weather which prevailed along the Coast. Captain Thomas P. Whitelaw, who has charge of the salvage operations on the steamer, is now in San Francisco, and does not intend to resume operations until the month of June.

Evidence that some unidentified vessel, seemingly a large sailing ship, has met disaster, probably with much loss of life, off the Vancouver Island coast, is given in a dispatch received at Victoria, B. C., on April 17 from Lightkeeper W. H. Daykin of Carmanah Point, telling of a large quantity of wreckage which came ashore on the previous night six miles east of Carmanah.

The lumber-laden schooner Defiance, from Bellingham, Wash., to Sydney, Australia, 132 days out and practically given up for lost by her owners, was reported on April 15 by cable safe in harbor at Suva, Fiji. The Defiance is owned by the E. K. Wood Lumber Company, of San Francisco and Bellingham, and had not been reported since leaving Flattery. It is presumed she put into Suva for supplies.

Balfour, Guthrie & Co. enter a positive and emphatic denial to the story recently circulated that the British bark Celticburn will load wheat in bulk at Portland. It is said at the Tacoma office of that firm, which has the Celticburn under charter, that the ship is nearly loaded with wheat in sacks as usual and that there was absolutely no

authority or foundation for the shipping in bulk story.

Captain Holmes of the Associated Oil Company's steamer Rosecrans finished a record round trip when he brought the steamer back to San Francisco on April 23 from Monterey. The Rosecrans left San Francisco on the 21st, reached Monterey, loaded and returned to San Francisco early on the 23d. She occupied only thirty hours on the round trip and brought 23,000 barrels of oil to port.

Captain William Matson, head of the Matson Navigation Company, has been appointed Consul for Sweden at San Francisco, with jurisdiction of the territory of the Pacific Coast, comprising California, Oregon, Washington and Alaska. The Consulate is at 268 Market street, in the same building in which are located the offices of the Consul-General of Great Britain and the Consul-General of Mexico.

Libel was filed in the United States District Court at San Francisco on April 23 by Hoppolite Bureau, Marcel Bureau and Etienne Baillargean, copartners in business under the firm name of Bureau Freres et Baillargean, against J. J. Moore & Co. The action is to recover \$3,820 for breach of charter party resulting in a delay of thirty-six days to the French bark Bougainville, owned by the libelants, at Newcastle, N. S. W.

M. A. Newell & Co. report that the rate for reinsurance on the overdue ship Bangalore has been raised from 35 to 40 per cent. The Bangalore has been out 189 days bound for Honolulu from Norfolk. The ship Benjamin F. Packard has been added to the list of overdues and was quoted for reinsurance at 10 per cent. The Benjamin F. Packard is bound from Montevideo for Honolulu and has now been out 109 days on her voyage.

Telegrams from Seattle, reporting further discoveries of wreckage along Carmanah Beach, were received at San Francisco on April 22. In addition to the wreckage found several days previously, the beach patrol at Carmanah reports that a pine mess table, eight feet long, with mahogany battens, a mahogany door, and the maple panels of a house, painted lead color, had been washed ashore. Speculation is rife as to the identity of the vessel from which the wreckage must have come.

All anxiety as to the fate of the overdue American schooner Rosamond was dissipated on April 22 by the news of her safe arrival at Callao. She left Gray's Harbor for Callao on February 7 with lumber. The fact that the Rosamond occupied seventy-four days on the passage to Callao, coupled with reports of wreckage being sighted at sea and washed up on the beach, were mainly responsible for the schooner being placed on the overdue list. The rate for reinsurance was first quoted at 10 per cent, and she was finally quoted at 45 per cent.

Following is the reinsurance list as posted at San Francisco on April 24: British ship Falklandbank, 168 days from Port Talbot for Valparaiso, 65 per cent; American ship Bangalore, 185 days from Norfolk for Honolulu, 40 per cent; German bark Prompt, 138 days from Tahiti for Hamburg, 10 per cent; bark Adela, 83 days from Tacoma for Valparaiso, 15 per cent; ship W. F. Babcock, 85 days from Newcastle, Australia, for Vancouver, B. C., 10 per cent; ship Benjamin F. Packard, 105 days from Montevideo for Honolulu, 10 per cent.

Three American ships sailed from Honolulu, T. H., recently on a 15,000-mile race from Hawaii to Delaware Breakwater. They are the Standard Oil ship Astral, Captain Dunham, with a Japanese crew; the ship Atlas, Captain Dart, with a white crew, and the Sewall ship Edward Sewall with a mixed crew, white, Hawaiian, Japanese and Filipino. The Astral, sailing from Hilo, and the Edward Sewall, sailing from Honolulu, both left the same day, April 6. The Atlas, sailing from Kahului, sailed on April 8. The three ships among them carry a little over 14,000 tons of sugar.

Clothing, Furnishing Goods and Hats are sold at cost for two weeks only at the old store of Wallenstein & Frost, corner Van Ness and Golden Gate avenues. The firm will move down town to 824 Market street, near Stockton, about May 1.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

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PUBLISHED WEEKLY BY
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WEDNESDAY, APRIL 29, 1908.

THE FIREMAN'S WORKDAY.

The manning question, as involved in the engineer's department of the steam-schooners, has recently been raised by the Steamship Association of San Francisco. The proposals made in this connection are now being discussed by all parties concerned, and the outcome is awaited with interest.

The proposals made by the Steamship Association cover a number of points in the manning system, but the principal one is that providing for a reduction in the number of firemen in certain vessels. Briefly, it is proposed that steam-schooners trading between Grays Harbor and San Diego shall carry two firemen, instead of three, as at present. In other words, it is proposed to inaugurate the two-watch system in the trade mentioned, instead of the three-watch system now prevailing. Under the latter system firemen work "four hours on and eight hours off," making the workday eight hours in twenty-four. Under the system proposed by the Steamship Association, firemen would work "watch and watch," or twelve hours in twenty-four. Thus the proposal of the Steamship Association, reduced to its final terms, involves an increase of four hours in the firemen's workday.

It need hardly be said that the Marine Firemen, Oilers and Water-Tenders do not take kindly to this proposal, that, in fact, they are wholly opposed to it. It is equally a matter of reasonable presumption that the other classes of labor on board the steam-schooners, Sailors and Cooks and Stewards, are in entire accord with the Firemen in their opposition to the lengthening of the workday. The same presumption exists in the case of all classes of labor and the public at large. The tendency of the times in all industries being toward a reduction of the daily hours of labor, it may be regarded as certain that the Firemen will be supported generally, if not unanimously, in their resistance to a proposal which would lengthen their workday by four hours at a single leap.

Every reason put forth in favor of the shorter workday in general applies in the case of the marine fireman, and with especial force in proportion as the labor of the latter is more

dangerous and arduous than that of other classes. In addition, the conditions under which the marine fireman works involve a question immediately affecting the safety of life and property at sea, and therefore present a matter of direct public concern. The manning system in American vessels generally is notoriously inadequate, a fact which, as officially acknowledged, is responsible for many serious mishaps, accompanied by large loss of life. Under these circumstances, the proposal of the Steamship Association to further reduce the standard of manning by greatly increasing the amount of labor required of the fireman seems like sheer defiance of all experience, not to say contempt for public safety. It is worth noting at this point that nowhere in the world does the system proposed by the Steamship Association prevail among marine firemen. Even where no organization exists among the men of that calling the considerations of humanity and of public safety suffice to protect the fireman against a condition of physical exhaustion such as that implied by the proposal of the Steamship Association. It would be surprising, to say the least, should that condition be established among the organized seamen on the Pacific Coast without the most vigorous protest of which the latter are capable.

It happens, whether by coincidence or otherwise we can only conjecture, that the action of the Steamship Association in this matter is taken just as the manning law recently enacted by Congress is about to take effect. On and after July 1 the Local Inspectors of Steam Vessels will be vested with power to determine the number of men to be carried in the various departments of the vessels inspected by them. It has been suggested by the Steamship Association that the question of two or three watches in the steam-schooners be submitted to the Local Inspectors. This suggestion has been agreed to by the Marine Firemen, acting through the Pacific District Committee of the International Seamen's Union of America. Practically the matter stands in this shape at present. It is, of course, desirable, and indeed necessary, that the Local Inspectors shall, before reaching a decision, afford hearings to both sides, so that they may act with a full knowledge of all the elements involved in the question. We feel confident that, given such hearings as may be necessary to elicit all the facts, coupled with proper consideration of the public safety as affected by the conditions imposed upon the marine firemen, the decision of the Local Inspectors will be favorable to the maintenance of the three-watch system in steam-schooners trading north of Eureka and south of Point Conception.

Reports of the protest meetings held by organized labor throughout the country on April 18, 19 and 20 indicate the greatest demonstration of the kind in the history of the labor movement. Everywhere these meetings have been largely attended, while the earnestness displayed by the audiences has left no doubt of the interest aroused in the public mind by the Supreme Court decision in the Hatters' case.

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ROOSEVELT ON THE INJUNCTION.

President Roosevelt, on the 27th inst., submitted to Congress a Message dealing with certain legislative measures previously urged by him, noting the favorable prospects in some matters and urging immediate action in others. In the latter connection the President speaks of the injunction question, as follows:

First as to the power of injunction and of punishment for contempt. In contempt cases, save where immediate action is imperative, trial should be before another Judge. As regards injunctions, some such legislation as that I have previously recommended should be enacted. There are those who fail to realize the extreme bitterness caused among large bodies of worthy citizens by the use that has been repeatedly made of the power of the injunction in labor disputes. Those in whose judgment we have most right to trust are of the opinion that while most of the complaint against the use of the injunction is unwarranted, yet that it is unquestionably true that in a number of cases this power has been used to the grave injury of the rights of laboring men. I ask that it be limited in some way as that I have already pointed out in my previous Messages, for the very reason that I do not wish to see an embittered effort made to destroy it. It is unwise stubbornly to refuse to provide against a repetition of the abuses which have caused the present unrest.

In a democracy like ours it is idle to expect permanently to thwart the determination of the great body of our citizens. It may be and often is the duty of a court, a legislature or an executive to resist and defy a gust of popular passion, and most certainly no public servant, whatever may be the consequences to himself, should yield to what he thinks wrong. But in a question which is emphatically one of public policy, the policy which the public demands is sure in the end to be adopted and a persistent refusal to grant to a large portion of our people what is right is only too apt in the end to result in causing much irritation that when the right is obtained it is obtained in a movement so ill considered and violent as to be accompanied by much that is wrong. The process of injunction in labor troubles as well as where State laws are involved, should be used sparingly and only where there is the clearest necessity for it; but it is one so necessary to the efficient performance of the duty of the court in behalf of the Nation that it is in the highest degree to be regretted that it should be liable to reckless use, for this reckless use tends to make honest men to desire to so hamper its execution as to destroy its usefulness.

There seems to be no doubt of the President's earnestness in the matter of amending the law governing the issuance of injunctions in labor disputes. The expressed, and in fact reiterated, fear that delay in affording adequate legislative relief will result ultimately in legislation more drastic than any so far proposed is obviously well founded. The regrettable feature of Mr. Roosevelt's attempt to reform the evil of "Government by Injunction" is that he misses the mark by an effort to discriminate between what he conceives to be the real and the imaginary abuses of the injunction. In a word, the President deals with the question as a matter of policy, rather than as a matter of principle, and in so doing places himself squarely between two fires—between those who wish to see the use of the injunction extended so as to destroy the unions, and those who wish to see the use of that instrument restricted to the protection of property rights, as these are properly understood. The President's influence, if thrown to the side of either of these contestants, would do much to settle the question one way or other. Perhaps, under the circumstances, labor ought to feel thankful to Mr. Roosevelt that he has gone as far as he has in the right direction. There can be no doubt that logically the conclusion to be drawn from the President's reasoning bears out the position assumed by the labor movement in the matter of anti-injunction legislation.

Demand the union label on all products, and don't be satisfied with anything "just as good."

SULZER PRESENTS LABOR'S VIEWS.

(Continued from Page 2.)

operation, but because such a clause was not made a specific part of the law the Supreme Court seems to find its justification for now applying it to organized labor.

Brief History of Sherman Act.

We believe that this view of the case is not supported by the facts in connection with the history of the Sherman Anti-Trust law and the efforts made to amend it since its passage. We propose now to give this history at some length by quoting from the Congressional Record.

The Anti-Trust bill was presented to the consideration of the Senate on February 28, 1890. The text of the bill contained but three sections in strict reference to corporation business. The bill was brought up from time to time by Senator Sherman, and it was just as often laid aside by other Senators. A substitute for the bill was introduced by the Committee on Finance on March 22, 1890, and on March 25 it was moved by Senator Morgan to commit the bill to the Judiciary Committee. His motion failed at that time on a vote of 16 yeas, 28 nays. The discussion of the bill continued as it was reported by the Finance Committee, and on the same day Senator Sherman offered a proviso at the end of the first section of the bill reported by the Committee on Finance. He said: "I take this proviso from the amendment proposed by the Senator from Mississippi, Mr. George. I do not think it necessary, but at the same time, to avoid any confusion, I submit it to come in at the end of the first section."

Thus showing that Senator Sherman believed that the bill without the amendment excluded the laboring and agricultural organizations from the operation of the Act. Indeed, in conference, he so expressed himself to the writer.

"Amendment: Provided, That this Act shall not be construed to apply to any arrangements, agreements, or combinations between the laborers, made with a view of lessening the number of hours of labor or the increasing of their wages; nor to any arrangements, agreements, or combinations among persons engaged in horticulture or agriculture, made with a view of enhancing the price of agricultural or horticultural products."

Some discussion was had upon this amendment by Senators Plumb, Sherman, Ingalls, Teller, Turpie and Blair, and the word "their" was added between the words "of" and "own," in the last line of the amendment, so as to make it read "the price of their own agricultural or horticultural products," and with this single addition the amendment was agreed to.

Discussions continued, and on the following day, March 26, Senator Stewart, of Nevada, said:

"The original bill has been very much improved, and one of the great objections has been removed from it by the amendment offered by Senator Sherman, which relieves the class of persons who would have been first prosecuted under the original bill without the amendment. I am very much gratified that the Senator offered the amendment and that the Senate adopted it. The bill ought now, in some respects, to be satisfactory to every person who is opposed to the oppression of labor and desires to see it properly rewarded."

This amendment to the Act was made while the Senate was sitting in Committee of the Whole.

The Senate resumed consideration of the bill on March 27, and when the amendment just referred to was reached, Senator Sherman rose and said:

"That is an amendment offered by the Senator from Rhode Island [Mr. Aldrich], and I call the attention of the Senate to it. In my judgment this amendment practically fritters away the substantial elements of this bill." Senator Blair corrected Senator Sherman and told him that the amendment referred to was one offered by himself and not by the Senator from Rhode Island.

A discussion followed, in which Senator Edmunds, of Vermont, participated. He opposed the amendment, but in the course of his remarks said:

"Well, here we are! I do not blame the farmers of the United States at all. On the contrary, I support them when everybody is turned against their interests in organizing themselves to defend them. But if capital and manufacturing industries begin to regulate, to repress, and diminish below what it ought to be the price of all labor everywhere that is engaged in that kind of business, labor must organize to defend itself."

Senator Hoar, of Massachusetts, followed Senator Edmunds in the discussion upon this amendment as it offered to protect labor.

"I wish to state in one single sentence my opinion in regard to this particular provision. The Senator from Vermont thinks that the applying to laborers in this respect a principle which was not applied to persons engaged in the large commercial transactions which are chiefly affected by this bill was indefensible in principle. Now, it seems to me that there is a very broad distinction, which, if borne in mind, will warrant not only this exception to the provisions of the bill, but a great deal of other legislation which we enact or attempt to enact relating to the matter of labor. When you are providing to regulate the transactions of men who are making corners in wheat, iron, and other products, speculating or

when they are lawfully dealing with them without speculation, you are aiming at a mere commercial transaction, the beginning and the end of which is the making of money for the parties and nothing else. That is the only relation that transaction has to the State, but is the creation or division of much of the ownership of the wealth of the community, but when the laborer is trying to raise his wages, or is endeavoring to shorten the hours of his labor, he is dealing with something that touches closely, more closely than anything else, the government and the character of the State itself. The laborer who is engaged lawfully and usefully and accomplishes his purpose, in whole or in part, endeavoring to raise the standard of wages, is engaged in the occupation the success of which makes republican government itself possible, and without which the republic can not, in substance, however it may in form, continue to exist.

"I hold, therefore, that as legislators we may constitutionally, properly, and wisely allow laborers to make associations, combinations, contracts, agreements for the sake of maintaining in advance their wages, in regard to which, as a rule, their contracts are to be made with large corporations who are themselves but an association or combination of capital on the other side. When we are promoting and even encouraging that, we are promoting and encouraging what is not only lawful, wise, and profitable, but absolutely essential to the existence of the Commonwealth itself."

Further discussion followed, and Senator Wallthall, of Mississippi, moved to refer the bill and the amendment to the Committee on the Judiciary, with instructions to report within twenty days, which carried by a vote of 31 yeas, 28 nays.

On April 2 the bill was reported out by the Committee on the Judiciary, but the amendment agreed to in Committee of the Whole was not included.

Though at the time we doubted the wisdom of that amendment being omitted, we were assured by several that under the reconstructed bill labor and agricultural organizations were not included.

On April 8 the bill passed the Senate as reported by the Committee on the Judiciary by a vote of 52 yeas, 1 nay. It passed the House on June 21, 1890, and was approved July 2, 1890.

In the Fifty-sixth Congress a bill was introduced known as H. R. 10539, intended to amend the Sherman Anti-Trust law. During its consideration by the House Committee on the Judiciary, representatives of the American Federation of Labor requested the adoption of the following amendment:

"Nothing in this Act shall be so construed as to apply to trade-unions or other labor organizations organized for the purpose of regulating wages, hours of labor, or other conditions under which labor is to be performed."

The committee declined to accept this amendment; but when the bill was reported to the House, Representative Terry made the motion to adopt the amendment, which was agreed to, and the bill as amended passed the House by a vote of 259 yeas and 9 nays.

The bill then went to the Senate, but no action was taken; therefore it died on the expiration of that Congress.

Yet no one will pretend to say that both these quoted provisions excluding labor from operation of the law were not the expression of the separate judgment of the Senate and of the House of Representatives, though not jointly enacted.

Does not this brief review of the history of legislation upon the subject of the Sherman Act clearly indicate what Congress had in mind when it enacted this legislation? And yet the Supreme Court assumes that, because both Houses did not jointly adopt a specific provision excluding the labor organizations from the operations of the Anti-Trust laws, therefore they were included.

We must protest against the penalizing of the labor unions under the carelessly worded provisions of an Anti-Trust law, which we understand since the court's decision has resulted in the Grand Jury of New Orleans indicting seventy-two workmen under its provisions, while at the same time the most vicious and rapacious trusts flourish and wax great upon the "restraint of trade and commerce" which they are able to exert, yet not all the machinery of our Government or of courts seems adequate to bring these real trust offenders to the place where the Sherman Anti-Trust law really applies to them. In the confusion caused by this misapplication of the Sherman law to the labor unions, the illegal and vicious trusts are likely to still further escape punishment. Thus they may profit by the injustice done to labor.

The trend of legislation in civilized countries, including our own, has been to remove the associated efforts of the wage-earners for their mutual and common protection from the ban of conspiracy or the implication that they are in unlawful restraint of trade. As a matter of fact, laws have been passed by other countries and in our own specifically declaring that the organizations of workmen instituted for the purpose of regulating hours of labor and other conditions of employment and increasing wages were not to be held as conspiracies or organizations in restraint of trade.

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, April 27, 1908.
Regular weekly meeting was called to order at 7:30 p. m., A. Seaman in the chair. Secretary reported shipping medium.

A. FURUSETH, Secretary.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, April 18, 1908.
No meeting; no quorum. Situation improving.
A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, April 20, 1908.
Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, April 20, 1908.
Shipping and prospects dull.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, April 18, 1908.
No meeting; no quorum. Shipping medium; prospects fair.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, April 20, 1908.
Shipping medium; prospects fair.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, April 20, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, April 19, 1908.
Shipping slack; prospects fair.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, April 20, 1908.
Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, April 13, 1908.
Shipping dull; quite a few men ashore.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, April 23, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping medium.

EUGENE STEIDLE, Secretary.
51 Steuart St.

Seattle Agency, April 16, 1908.
Shipping slow.
LEONARD NORKGAUER, Agent.

San Pedro Agency, April 18, 1908.
No meeting; shipping poor.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, April 20, 1908.
Situation unchanged.
ALEX McKECHNIE, Acting Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., April 21, 1908.
Shipping medium.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., April 20, 1908.
Shipping slow; prospects very good.
DANIEL SULLIVAN, Secretary.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Apr. 14, 1908.
Situation slow; prospects uncertain.
H. P. GRIFFIN, Secretary.
42 South St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

CHANGES IN LIGHTS.

The following temporary changes are being made in the lights at the Chicago pier-head range light station, located at the eastern end of the north pier, at the entrance to the Chicago River and the northern part of Chicago harbor:

Front light—This fixed red lens lantern light will be discontinued on account of the removal of the old superstructure on which the light stands, and during the reconstruction of the north pier by the War Department a temporary fixed red light will be shown at the end of the pier by the contractor. **Rear light**—The sixth order fixed white light shown from a skeleton framework tower, together with a fog bell attached, will be moved shoreward about fifty feet, at which place it will remain during the reconstruction of the north pier.

At the opening of navigation the lights exhibited on the east pier at Cedar River, western side of Green Bay, Lake Michigan, will be changed in position as follows: **Cedar River light**—This fourth order fixed white light and the structure from which it is shown will be moved to and established on the shore on the western side of the entrance, about 1,840 feet N., 31 degrees W., true (NNW. 5-8 W'ly mag.) from its present site, without change in the characteristics.

Cedar River range lights—These fixed red lights will be moved to and established on the west pier, near its outer end, without change in the height or characteristics. The lights will be shown from two white posts 150 feet apart, and the bearing of the range light will be N. 19 degrees, 30 minutes W., true (N. by W. 5-8 W. mag.).

ORE AT POINT EDWARD.

The Hamilton Steel and Iron Company will handle a much larger amount of ore during this season than ever before at Point Edward, Ont. Instead of 158,000 tons in 1907 there will be about 250,000 tons handled in 1908, and the amount paid out in wages will be proportionately increased. At present the ore dock is 325 feet long. This will be increased to 475 feet to accommodate a modern American ore boat which is being chartered in Chicago for the season. The new boat will be engaged in carrying American ore exclusively, and the present boats will be retained in the Canadian ore-carrying trade. A new hoisting machine will also be installed and will arrive in the course of a few days. The depression in the steel business in the United States has not been felt by the Hamilton Steel and Iron Company, and the steady increase in the ore business here is one result of their rapidly increasing trade.

The Navahoe, the largest ocean-going barge in the world, now being towed to New York from Ireland by the steamship Iroquois, has had trouble with its towing machine, according to wireless messages received by the Standard Oil Company. The Navahoe has a carrying capacity of 12,000 tons.

MICHIGAN CENTRAL TUNNEL.

With the Detroit River cleared of ice, the big clam shell dredges have again been put to work on the excavations for the Michigan Central tunnel. The dredging of the ditch in the river bed, in which are to lie the twenty-foot tubes for the passage of trains, is the only portion of the work that the contractors were forced to discontinue during the winter. Elsewhere, from the open cut on the Detroit side to the Windsor land approaches, a full quota of men have been constantly pushing the "hole" toward the river.

On the Canadian side compressed air locks have been installed and all of the land excavation there is being done under air pressure.

As soon as the Lakes are thoroughly cleared of floating ice the work of lowering into position additional sections of the tubes will be begun. One section is lying at the Michigan Central docks at Detroit, in readiness for its final berth and the company's engineers are confident that all of the sections will be lowered without trouble during the summer.

The concrete work for the side walls of the open cut is already under way along the Windsor approaches and thousands of yards of cement and gravel are being deposited within wooden forms and about perpendicular re-enforcing rods which are being rapidly put into place.

BLACK ROCK HARBOR.

With the arrival of spring work on the Black Rock harbor, or the Government ship canal, as the proposed navigable channel in the Niagara River from Lake Erie to North Tonawanda is called, is being rushed rapidly. The Buffalo Dredging Company, which has a contract for part of the excavation work on the upper part of the channel, is already at work and the Empire Engineering Company will begin its portion of the contract within a week. A firm of New York contractors is preparing to begin the construction on the \$1,000,000 lock.

The new harbor, which will be almost as commodious as the Buffalo harbor, is of vast importance to the Niagara frontier development. When it is completed hundreds of manufacturing concerns will be attracted to the bank of the river and this, it is believed, will result in the extension of the city of Buffalo to the present boundaries of North Tonawanda.

According to the specifications the channel is to be twenty-three feet deep and 400 feet wide. It will accommodate the heaviest laden steel freighters and is wide enough for three of them to steam abreast. The entire cost of the undertaking is estimated at \$4,500,000 and the contracts call for completion by June 30, 1912. It is said that the work can be completed within five years without any trouble.

Newspaper reports are to the effect that Corrigan McKinney & Co., the largest iron producing firm outside of the United States Steel Corporation in the world, has been absorbed by the latter.

LAUNCH OF THE THOMPSON.

In a perfect launch and on a perfect day the steel freighter Alexis W. Thompson, second vessel of that name built at the Bay City yards of the American Shipbuilding Company, took her initial dip on April 4, in the presence of one of the largest launching parties that ever attended a local event.

The Thompson was built for a Cleveland stock company organized by W. P. Becker, who will manage the boat. She is 524 feet long, 55 feet beam and 30 feet deep, and rates 9,000 tons. She has triple expansions with cylinders 23x38x63 inches, with 42-inch stroke and has Scotch boilers with Ellis & Eaves forced draft, developing 1,800 horse power. She has 32 hatches, 12-foot centers. She will be completed in three weeks.

The Alexis W. Thompson is the thirty-second ship launched at the Bay City yards since they were purchased from F. W. Wheeler in 1899. She is also the second boat called the A. W. Thompson, the other having taken her initial dip in 1901. Following is a list of the boats and some of the captains that brought them out from the Bay City yard:

1900—Steamers Isaac L. Elwood and Wm. Edenborn.

1901—S. D. Warriner, A. W. Thompson, Lake Shore, Gilchrist.

1902—Etruria, Bransford, L. C. Smith, A. E. Stewart.

1903—G. Watson, French, Sinaloa, Sonoma, Frank W. Gilchrist, J. L. Weeks.

1905—Sylvania, Captain Ehrhardt; Socapa, Captain D. P. Crane; Henry C. Frick, Captain Neil Campbell; James B. Wood, Captain Ennis.

1906—John Sherwin, Captain W. G. Stewart; Charles Weston, Captain Thomas Deringer; Daniel J. Morrell, Captain P. L. Milten; James E. Dunham, Captain F. C. Pratt; General Garretson, Captain C. Gunterman.

1907—H. P. McIntosh, Captain W. G. Stewart; Henry Phipps, Captain McGregor; Thomas Lynch (brought from Chicago for completion), Captain Smith; Hemlock, Captain John McNeil; Arthur H. Hawgood, Captain Slackett; Caldera, Captain John McNeil.

Captain Symes, of Ashtabula, will bring out the A. W. Thompson.

CHICAGO WATER LOOP.

A Chicago dispatch says: A \$12,000,000 water loop, to encircle the business heart of Chicago, is proposed by Frederick A. Delano, of the Harbor Commission. The loop, if constructed, is to consist of a canal 300 feet wide, extending from Lake Michigan to the south fork of the Chicago River, at about 26th street. This would form a complete water loop wide enough and to be made deep enough to accommodate the largest ships of commerce.

Mr. Delano points out that vessels could enter the busiest center of the city at the north gateway, load or unload, and proceed out to the Lake again by the southern door, which is to be an extension of the artificial waterway from the south fork eastward through 22d or 26th street to the Lake.

MORE APPOINTMENTS.

Triton Steamship Company.—Steamer Rufus P. Ranney, Captain Henry W. Stone, Engineer Robert C. Cummings.

Vulcan Steamship Company.—Steamer William B. Davock, Captain Benson Fox, Engineer John McMonagle; steamer Harvey H. Brown, Captain D. Girardin, Engineer Nicklas Anderson; steamer Favette Brown, Captain D. Girardin, Jr., Engineer Joseph Bouffard; steamer S. R. Kirby, Captain Walter Girardin, Engineer Martin Layman; steamer L. C. Waldo, Captain John Duddleson, Engineer N. E. Allen.

Shenango Steamship Company.—Steamer Wilpen, Captain Henry Peterson, Engineer William F. Riley; steamer William P. Snyder, Captain Thomas H. Sanders, Engineer Charles E. Collins.

Stewart Transportation Company.—Steamer A. E. Stewart, Captain Fred Stewart, Engineer Robert R. Lacey.

MARINE ITEMS.

The steamer Anna Laura was the first up-bound boat to pass Port Huron.

Four fishing tugs, the Mischler, the Viola, the Bank and the Knapp, were recently caught fast in a field of ice in Lake Erie, four miles off Dunkirk.

The Lake Carriers' lightship Kewaunee left for her station on southeast shoal recently, where she will remain until the close of the shipping season next December.

The Richelieu and Ontario Navigation Company deny that they have sold the Hamilton line. The service to the Bay of Quinte, Toronto and Hamilton will be maintained as heretofore.

The fleet of ore carriers owned by the Tonawanda Iron and Steel Company is tied up at North Tonawanda to leave for Buffalo as soon as the ice clears from the Niagara River. They will all take on coal at Buffalo for Upper Lake ports.

At a meeting of the Ashtabula Steamship Company's directors, G. A. Gaston of Cleveland was elected president to succeed the late E. S. Henry, who died recently. O. J. Topky was put on the board of directors to supply the vacancy made by Mr. Henry's death.

Telford Adams, employed fitting out the steamer Huronic, at Sarnia, recently, missed his footing and fell into the hold of the boat. Two ribs were broken and other internal injuries sustained. He was removed to the Sarnia hospital, where slight hopes are held for his recovery.

The big steamer Wm. P. Snyder left Cleveland on April 6, loaded with coal for Lake Superior. She will lie at Ecorse until the ice is out of the Soo. The steamer Wilpen, of the same line, left Cleveland with coal on April 11. She will also wait at Ecorse until the ice is out.

According to a dispatch from Lorain a new freighter, Charles W. Kotcher, named for the well-known Detroit lumber merchant and built for Detroit men, has finished tak-

ing her first cargo at Lorain. The boat has loaded 8,500 tons of coal, and now is holding it for the opening of navigation. The Kotcher was built at the Lorain shipyard, and was ready for a trip or two last fall, but the change in traffic conditions caused her owner to wait placing the new vessel in commission until this year.

The Executive Board for the Lake Seamen's Union for the ensuing year is as follows:

General Secretary, Wm. Penje, Chicago; General Treasurer, T. B. Hansen, Chicago; Milwaukee, Fred Huehns; Toledo, Gus Pedersen; Cleveland, Wm. Curry; Ashtabula, Thos. J. McCay; Buffalo, Geo. Hanson; Tonawanda, Thos. Lester.

It is extremely unlikely that any changes will be made in any of the other offices.

The world's output of shipping during 1907 aggregated 3,300 vessels, with a total tonnage of 3,221,399. Great Britain and Ireland with 1,571 vessels and 1,724,921 tons (including 51,800 tons warship displacement) produced half of it. Germany comes second in the number of ships with 513, the United States being fourth with 189. In tonnage, however, the United States ranks next to Great Britain, being 488,340 tons. Germany comes third with 315,584. Japan takes fifth place, both in number of ships and tonnage.

The new Government elevator at Port Colborne is almost completed, and it is a most substantial structure. It is constructed of steel and concrete, and has a capacity of 800,000 bushels of grain. It is thought that Port Colborne will soon develop into a transshipment point, and that ordinary sized canal boats will be used for carrying the grain through the canal, while the large vessels will merely be used for Lake traffic. The elevator has been built with a view to carrying out this idea, as provision is made for unloading at one side for the large steamers and for reloading into the canal boats at the other.

An order has been issued by the Detroit & Cleveland and Detroit & Buffalo lines that no boys who smoke cigarettes will be employed on the company's boats this season. All boys applying for positions will be forced to have the tips of their fingers examined for the telltale discoloration. The rule applies both on and off ship.

Cigarette users are absolutely useless aboard a boat," said Manager Schantz and Captain Lightbody added assent.

"They cause fires and can't do the work a clearheaded boy can. We don't want any cigarette fiends working."

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.

TONAWANDA.

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johansson, Carl
Anderson, Oskar	Johnsen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johansen, Martin
Anderson, Adrian	Jensen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentsen, Albert	Kazlaski, Michael
Bentson, Abraham	Karlson, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Leiesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larson, C. E.
Bentete, William A.	Laven, William
Burgess, James	Leinstad, Olof
Bremar, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Moiseberg, Otto
Couger, Joseph	McCall, Patt
Cowan, Maurice C.	McDonald, Murdock
Churbuck, E. W.	McGuire, O. T.
Carlson, Chas.	McIntire, John
Callahan, T. C.	McLeod, Thomas
Cockran, James	McMullen, Robert
Coleman, Arthur	Nilsen, Nils B.
Cook, Henry	Ommendsen, Tollak
Christensen, Chas.	Olsen, John B.
Christensen, Loftis	Olsen, Karl Jeohan
Challanach, Ralph	Olsen, Fritzof
Donaldson, A. E.	Olsen, Johan
Duecks, Louis	Osterdahl, H. B.
Engelsen, T. M.	Org, A.
Evensen, Harry	Olsen, John L.
Frantz, Ross	Pedersen, N. A.
Green, J. S.	Peterson, A.
Gullgren, Peter	Pedersen, A. H.
Heuter, Robert	Pederson, Pete
Hansen, Einar	Parker, John E.
Hanson, P.	Peterson, Albrecht
Hansen, Karl Otto	Raeskala, Oskar
Hansen, Amund	Rowland, Chas. W.
Hansen, Geo.	Rollo, Nelson
Hanson, A.	Ringer, Clarence
Hansen, Martin	Raukin, Joe W.
Hanson, A.	Riley, John
Hansen, Harry	Sheldon, H. S.
Hansen, Thorgrin	Sullivan, S. T.
Halverson, Sewald	Sutton, Charles
Hampton, S.	Larsen, Durk
Heeley, Edward	Stakes, Edward J.
Higgins, Stephen	Snakness, Edd
Isaksen, Edward	Steels, John
Johnson, Oscar	Segulia, Matthew
Johansen, Herman	Stalls, William
Jensen, John	Young, James
Jeferesen, George	Watters, Frank
Johansen, Einar	Williamson, J.
Jacobson, John	Wilson, James

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
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SUGAR A POWERFUL FOOD.

The London Lancet, a well-known medical authority, says: It seems inconceivable that the bountifulness with which the world is supplied with sugar should mean anything else than that it is designed for human food. Sugar is one of the most powerful foods which we possess, as it is the cheapest, or at any rate one of the cheapest. In muscular labor no food appears to be able to give the same powers of endurance as sugar; and comparative practical experiments have shown without the least doubt that the hard physical worker, the athlete or the soldier on the march, is much more equal to the physical strain placed upon him when he has had included in his diet a liberal allowance of sugar than when sugar is denied to him. Trophies, prizes and cups have undoubtedly been won on a diet in which sugar was intentionally a notable constituent. It has even been said that sugar may decide a battle, and that jam, after all, is something more than a mere sweetmeat to the soldier.

The fact that sugar is a powerful "muscle food" accounts probably for the disfavor into which it falls, for a comparatively small quantity amounts to an excess, and excess is always inimical to the easy working of the digestive processes. A strong solution of sugar is irritating to the tissues, will set up superficial inflammation and may produce a form of eczema. It is well known that an excessive diet of sugar irritates the mucous membrane of the stomach and encourages the production of mucus and of a highly acid gastric juice.

The ingestion of much sugar spoils the appetite. Children who have been tempted to overindulge in "lollipops" between regular eating times do not want their ordinary meal. The schoolboy spoils his dinner by eating too many sweet things before that meal. An overindulgence in sweet liquors, in sweet ices and in "crystallized" fruits after dinner retards the digestion of the meal.

Sugar satiates; it is a concentrated food. Where sugar does harm, therefore, it is invariably due to excess. Taken in small quantities and distributed over the daily food intakes, sugar contributes most usefully in health to the supply of energy required by the body. In certain diseases, of course, the presence of sugar in the diet is plainly undesirable. Generally speaking, however, there is a prejudice against sugar which is not justified by physiological reasoning—at all events, when it is eaten in moderation; and it is a curious fact that the man who practically abstains from sugar, or reduces his diet to one almost free from carbohydrates in favor of protein foods such as meat, often shows feeble muscular energy and an indifferent capacity for physical endurance.

Vice-Consul Walter Gassett, of Kobe, forwards an extract from the Japan Chronicle descriptive of the improvements to the harbor of Atsuta, a seaport suburb of Nagoya, which was formally opened to foreign trade on November 10, 1907. At present the depth of the water is 25 feet at low tide, and ships of 2,000 tons can be accommodated, which will limit the port's traffic to steamers trading with China and Korea.

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SOUTH AMERICA'S CENTURY.

Now that the reaction from the unnatural conditions engendered by 300 years of Spanish oppression has set in, South America seems destined to accomplish in the twentieth century what North America did in the nineteenth. With the beginning of the new century an era of development dawned which has been gathering volume and momentum with the swiftness of a snowball rolling down hill.

The 50,000,000 people south of the Panama Canal all seem to have realized at last that they possessed the greatest storehouse of natural resources remaining unexplored on earth. With one accord they set about developing their inheritance, and, finding the task beyond their means, invited the world's spare capital and population to come and help. The enthusiasm with which the invitation was accepted has resulted in a splendid chapter of achievements, which in turn have inspired plans for the future as magnificent as they are comprehensive.

The foreign trade of the continent, which grew from \$1,200,000,000 in 1905 to \$1,500,000,000 in 1907, affords an indication of the pace progress has set, but it doesn't tell the whole story by any means. Within the next decade \$2,000,000,000 will be invested in railroads to bring the products of South America to wharves and docks—not the flimsy pile and timber affairs so familiar in the United States, but solid stone structures planned to endure until the end of time—which are being built at a cost of many millions more. Farms, mines and forests are being opened up and every effort is being made to foster manufacturing industries by means of subsidies and tariffs. Waterfalls, so abundant everywhere, are being harnessed to furnish cheap light and power, and unwholesome old cities are being razed in order that they may be rebuilt according to the most advanced ideas in sanitary engineering.—C. F. Carter in Technical World Magazine.

FUEL IN BRITISH NAVY.

A consular report quotes a writer in the London Times on the subject of liquid fuel. He says: It would not be easy to overestimate the importance of the position secured by liquid fuel in naval engineering science. Practically every problem arising out of its safe storage, complete atomization and smokeless consumption has been solved, and 1908 finds it permanently established in the British navy as an emergency fuel in battle-ships and the steam-raising power which gives the greatest speed in thirty-six of the "coastal" torpedo destroyers and at least five of the "ocean-going" type.

We have this further evidence of the Admiralty's confidence in fuel oil—that many oil-fired war ships are being built; that the fleet auxiliary tank steamer Petroleum is due in this country with a cargo of Texas oil, and that the new tank steamer Oberon is, on Government charter, bound for Rangoon to load the first full cargo of Indian oil for the Admiralty. Used in conjunction with turbines, it has revolutionized the power and speed ideas of those who are responsible for the steam-raising equipment of the mosquito and scout types. The British triumphs of 1907 were secretly secured while foreign naval authorities neglected the subject. In the future, however, as the

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(Continued from Page 5.)

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result of these successes, oil fuel will be an important naval and engineering subject in every country which has a navy.

Liquid fuel is used extensively on vessels running between Baku, Russia, and Petrovsk and Astrakhan, at the mouth of the Volga and on that river there are large fleets of oil-fired cargo carriers. The Caspian tank steamers (oil fired) completed the following voyages between Baku and Astrakhan: In 1905, 4550; in 1906, 3631, and in 1907, 4212. During years of large exports the monthly voyages equaled 900, or 7200 voyages by liquid-fuel-burning carriers of petroleum and its products for a single navigation.

Acting under instructions from the Board of War, the authorities at Tientsin have selected a large piece of ground on the north bank of the river, on which it is proposed to erect a block of buildings to serve as the headquarters of the Chinese navy when it is reorganized.

Bengal contains six jails or prisons, in which articles of commerce are manufactured. The average daily number of convicts in these prisons during 1906 was 6,727, of which number 3,887 were employed on manufactures.

SULZER PRESENTS LABOR'S VIEWS.

(Continued from Page 7.)

Congressional Relief Imperative.

We expect that the present Congress will take prompt action to so amend or modify the Sherman law that there can be no question as to its application. We shall ask such enactment restoring the rights of unions and agricultural associations, so that the associations of human beings for education and progress may never again be confounded with the sordid and material activities of trusts. We believe that the people as a whole will be with us in this effort.

And even should Congress grant the desired relief in this case we shall still advise the utmost political activity on the part of our workers and friends. This decision has shown us the necessity of eternal vigilance.

It is well that Congress is in session at the time this decision is handed down, for we can now make our appeal directly to it for relief. We confidently expect that Congress will appreciate the injustice which has been done directly to the workers and hence indirectly to all the people. We believe that Congress will understand how important a portion of the body politic is comprised by the workers and will grant us the attention and prompt action which the injury merits. Congress must of necessity declare itself either for or against us at this time, and should it fail to heed our request for justice we shall at once appeal to all the people to help us right our wrongs by electing Representatives pledged to the interests of the people.

Already some bills have been introduced seeking to amend the Sherman law. When a bill has been perfected which will remedy the injustice done to labor by the recent court decision, it will be presented to Congress for consideration and every effort made to press it to passage.

Instead of being disheartened by this decision of the Supreme Court our labor forces will only be cemented the more closely by the danger which threatens.

This decision will mean a greater awakening for labor than ever before. In fact, we feel assured that the people as a whole will join with us in securing Representatives in Congress who will really represent the industrial, political, material interests of the masses. This work of safeguarding the interests and moral welfare of the workers and of all the people has already begun. It will be carried on with greater vigor since this decision shows the necessity of our being ably, firmly, clearly, and fully represented in Congress so that it will be impossible for the Supreme Court in future to ignore or misunderstand.

Our fellow-workers and the people as a whole will unite industrially and politically for the safeguarding and protecting of their interests. All need a more widespread knowledge of economic conditions and the trend of modern industry. In this effort we shall have the appreciation and assistance of all our people.

Another thing must not be forgotten. The union is a necessary and inevitable outgrowth of our modern industrial condition. To deny the union the exercise of its normal activities for the protection and advancement of its members and the advancement of society in general is to do a great injury to all the people.

This repression of right and natural activities is bound to finally break forth in violent form of protest, especially among the more ignorant of the people who, if penalized, as they may be under this decree, will feel great bitterness that they are deprived of the opportunity to improve their conditions by voluntary association.

Labor Not Disheartened.

The work and methods of the trade-unions and labor organizations are, by the very nature of their large numbers, an open book. All men may know the actions and the doings of the labor unions. The loyal labor papers publish broadcast the aims and progress of the labor movement. The unions appeal to the intelligence, the character, the manhood, the patriotism, and the humanity of the workers and our fellowmen for sympathy and helpful co-operation. Do the opponents of labor organizations imagine that they can crush the spirit and independence of the men of labor?

Can they imagine themselves in the "Fool's Paradise" where they have succeeded in eliminating the organizations of labor from our public life and body politic, these unions which have done so much to protect and promote the rights and interest and well-being of the American workman? It is inconceivable, but were it at all possible and the organizations of labor driven out of existence, what then?

Does any one imagine that America's workers will submit to the injustice, the greed, and rapacity of unchecked corporate wealth without some form of resistance?

Kill the trade and labor unions of America: drive them out of existence by legislation and court decrees, and then each worker will be an irresponsible person, without association with his fellows, without opportunity for consultation, and without the constructive influence which open organization gives. Then will he seek his own redress in his own way.

Is such a chaotic condition desirable or preferable to the normal, rational, intelligent, peaceful organizations of labor or our time? We

opine not. Such a condition must not and will not transpire.

The American labor movement is founded upon the inherent principles of justice and right. Its men are loyal—as loyal to the institutions of our Republic as can be found in any walk of life. The unions of labor have done so much for the material, moral, and social uplift of the toilers that they are indelibly impressed upon the hearts and minds, not only of the workers themselves, but of every earnest, intelligent, liberty-loving, fair-minded citizen of our country.

The unions of labor will live. They can not be—they must not be—they will not be driven out of existence. Labor demands relief at the hands of Congress; demands it now.

It should be borne in mind that there is no law, aye, not even a court decision, compelling union men or their friends of labor to buy a Buck's stove or range. No, not even to buy a Loewe hat.

To Organized Labor and Friends.

It has seldom occurred that I have found it necessary to use the first person in addressing my fellow-workers and the people through the editorial columns of the American Federationist. What follows here refers to such an extraordinary circumstance and affects the labor organizations, their members, and our friends so fundamentally that I am impelled to address them in the most direct manner. The Supreme Court of the United States on February 3, 1908, rendered a decision in the case of the hat manufacturer Loewe against the United Hatters of North America, and decreed that the Loewe suit for threefold damages can be maintained under the Sherman Anti-Trust law. The Supreme Court holds that the action of the Hatters, as described in the complaint, is a combination "in restraint of trade or commerce among the several States" in the sense in which those words are used in the Sherman law.

A decision by the Supreme Court, the highest tribunal of the country, is law and must be obeyed, regardless of whether or not we believe the decision to be a just one.

We protest that the trade-unions of the country should not be penalized under the provisions of the Sherman Anti-Trust law. In fact, I know that Congress never intended the law to apply to the labor unions, but the Supreme Court rules that it shall apply to them; therefore, pending action by Congress to define our status and restore our rights by modifying or amending the Sherman law, there is no alternative for labor but to obey the mandate of the court.

Under this decision the publication of a "We Don't Patronize" list in the American Federationist, or any other publication, makes the organization and the individuals composing it liable to monetary damages and imprisonment (see sections 1, 2 and 7 of Sherman law quoted elsewhere). This being the case, I feel obliged to discontinue the "We Don't Patronize" list.

This course I pursue upon the advice of the legal counsel of the American Federation of Labor, as to the far-reaching character of the decision of the Supreme Court. This action is also advised by my colleagues of the Executive Council.

I have no words adequate to express the regret I feel at being obliged to take this action, especially as in the opinion of competent lawyers—and their opinion is shared by many other laymen as well as myself—this decision by the Supreme Court is unwarranted and unjust, but until Congressional relief can be obtained it must undoubtedly be binding upon us all. Were it only myself personally who might suffer, for conscience sake I should not hesitate to risk every penalty, even unto the extreme, in defense of what I believe to be labor's rights. In this case of the adverse court decision, and indeed, in every other circumstance which may arise, I think those who know me do not question my loyalty, devotion, and willingness to bear fully any responsibility involved in the forwarding of the cause to which my life is pledged; but unfortunately, the terms of the decision are such that no one person, even though President of the American Federation of Labor and willing to assume entire responsibility, will be permitted to take upon himself the sole penalty of protest against what I and every member of every organization affiliated to the American Federation of Labor, and, indeed, every patriotic citizen must feel to be a most sweeping dragnet decision, making the natural and rational voluntary action of workmen unlawful and punishable by fine and imprisonment.

Personal willingness to bear the penalty would avail nothing in this instance to spare the other men of labor and our organizations from the penalties decreed to them by the Supreme Court; in fact, such an attempt on my part would involve a vast number of people who would be held equally responsible with me.

I would fail in performing my duty, though it is a painful one, did I not point out that under this decision each and every officer and member of every labor organization becomes liable for any violation of the decision by anyone, not only as to his organization but individually, to the extent of whatever his possessions may be.

I think our men of labor will agree with me that I have no right to expose them to the heavy penalty for disobedience under this decision of the Supreme Court.

I will say briefly here, as I do more fully edi-

torially, that while obeying the decision of the court I feel most deeply that never in the history of our country has there been so serious an invasion of the rights and liberties of our people.

Under the court's construction of the Sherman law the voluntary and peaceful associations of labor that are organized for the uplifting of the workers, these unions, I say, are made the greatest offenders under the Anti-Trust law.

It is almost unbelievable that our unions which perform so important a service in the interest of civilization and moral and material progress are to be accorded the treatment of malefactors. Yet the more carefully this decision is read the more absolutely clear does it become that our unions are to be penalized by it, as the most vicious of trusts were intended to be, yet the trusts still go unpunished.

I have a strong hope that Congress will promptly take heed of the injustice that has been done the workers, and will so amend or modify the Sherman Anti-Trust law that the labor unions will be restored to the exercise of the powers and rights guaranteed to all our citizens under the Constitution.

It is not conceivable that Congress will turn a deaf ear to the rightful demand of the workers of the country for relief from this most amazing decision, but until such time as relief is assured, I am compelled, for the safety of our men of labor, to obey literally the decision of the Supreme Court; but this situation created by the court must be met. It will be met.

While abiding by this decision, I urge most strongly upon my fellow-unionists everywhere to be more energetic than ever before in organizing the yet unorganized, in standing together, in uniting and federating for the common good.

Be more active than ever before in using every lawful and honorable means, not only to secure relief from the present situation at the hands of Congress, but in the doing of everything which may promote the uplifting and noble work of our great cause of humanity. Like all great causes it must meet temporary opposition, but in the end it will accomplish all the more on account of the trials endured.

SAMUEL GOMPERS,

President American Federation of Labor.

Mr. Sulzer, after quoting in full the decision of the United States Supreme Court in the Hatters' case (see Journal of March 18), concluded as follows:

Mr. SULZER. Mr. Chairman, that decision is the supreme law of the land, and a cynic has recently defined "the supreme law of the land" to be the last guess of the United States Supreme Court. In my opinion there is a great distinction between the legal responsibility of a corporation and a trade-union. They differ widely. A corporation is an artificial person created by law, and what the State creates the State has a right to regulate. The trade-union is a voluntary association of free individuals possessed of the same rights of action as belong to individuals and destitute of corporate rights and corporate responsibility. The judges and lawyers of England and America invented for labor unions the rule of corporate responsibility and sought to punish their acts as conspiracies in restraint of trade. This legal notion the English statute expressly abolished and made it lawful for an association of workmen to do whatever is legal for an individual workman to do. This wise legislation has been embodied in the laws of Pennsylvania, Michigan and other enlightened Commonwealths. It has not yet been adopted by the Congress, but I feel confident that it will be and ought to be before this session adjourns, and then it must be recognized by the Supreme Court of the United States.

Mr. Chairman, just a few words more. I want to say that I am now, always have been, and always expect to be the friend of the toilers of the country. Anything I can ever do, in Congress or out of Congress, to promote their interests and protect their rights I shall do cheerfully. I believe in the rights of man and in the dignity of labor. All that we are and all that we hope to be we owe to the workers of our country. This decision of the Supreme Court seems to regard the rights of hats as superior to the rights of man. In my opinion a labor union or a trade-union organized to promote the interests and protect the rights of labor is not a trust, never was a trust, and never will be a trust, in the true contemplation and construction of the provisions of the so-called "Anti-Trust Act of 1890." I shall not at this time, however, discuss this matter in detail. Mr. Gompers has done that in a masterful way, and my object in taking the floor today was for the purpose of placing his views regarding this sweeping decision in the Congressional Record; and I trust that the legislation now demanded by the American Federation of Labor in this connection and in other matters of moment may be enacted into laws before this session of Congress adjourns. Labor appeals to us now from one end of the country to the other. The question of the hour is, Will the Congress hear? Will the Congress heed? Will the Congress respond?

The Chilean Government is proposing to expend \$2,500,000 United States currency additional on its navy and its equipment in the near future.

World's Workers.

The strike of coal miners at Wyalong, New South Wales, still continues.

Sydney (Australia) Pressers' Union is about to submit a statement of its just claims to the Arbitration Court for decision.

The minimum wage at Homcush, in the Mackay (Australia) district, is 25s per week, the other mills 22s 6d. Plenty of unemployed are to be met traveling in the country at present.

A conference of representatives of the shipowners and Seamen's Union at Wellington, N. Z., is dealing with the demands made by the local men for increased wages and improved conditions.

A motion for consideration is now before the Sydney (Australia) Trades and Labor Council that only members of the New South Wales Institute of Journalists be allowed to report meetings of the Council.

French Minister of Labor Viviani recently received in audience a delegation of leather manufacturers and workmen who are about to go to the United States to investigate improved methods in American leather tanning.

The lockout affecting a great number of French masons, bricklayers and allied workmen, which began April 4 at Paris, came virtually to an end on the 17th. The men generally signed terms with the contractors, who announced that work would be resumed on the 21st.

Crown Prince Frederick William, of Germany, following the requirement of the house of Hohenzollern that each Prince shall be skilled in some trade, is becoming an adept in wood turning. Emperor William is a cabinet maker, his father was a book-binder and his grandfather was a turner.

The British Shipbuilding Employers' Federation has announced that unless the shipbuilders on the north-east coast of England, who went on strike in the middle of January, resume work by April 25, all the shipbuilding yards in the country will be closed. Such a lockout would involve fully a quarter of a million workmen.

Fifty thousand workmen in the various branches of the building trades were locked out on April 12 in Southern Germany, Hesse-Nassau, part of the Rhine provinces and several North German cities because of failure of the negotiations between the builders and the painters to reach a basis of hours and wages.

Labor Member Beeby, who appeared as counsel in the Arbitration Court for several unions, has expressed an opinion that New South Wales is on the verge of the most serious industrial crisis it has ever seen. The cause of the difficulty, he says, is that the trades were unanimous throughout the State, and had absolutely lost faith in the Arbitration Court as a machine for settling industrial disputes and adjusting labor conditions.

At the annual meeting of the New South Wales Trade and Industrial Union Secretaries' Association the following resolution was carried unanimously: "That in the opinion of this meeting the persistent refusal of the Government to remedy the defects known during the past four years to exist in the Arbitration Act, thereby reducing the measure to a nullity, is solely responsible for the present industrial unrest, and its deplorable consequences."

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Viktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Fred Thompson, a native of Gotenborg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havelock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

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Dry Goods, Clothing, Boots and Shoes,

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ahlstedt, And.	Johanson, Emil
Alfsen, Knut	Johanson, Hjalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut,
Anderson, Oscar	-1295
Anderson, Sverre	Johnson, C. T.
Anderson, Bernard	Johanson, Carslen
Anderson, A. H.	Job, P.
Anderson, H. -1124	Kalnul, J.
Anderson, W.	Karlson, Victor
Anderson, James	Karlson, A., 1158
Anderson, A. -826	Karlson, K. G., -270
Anderson, Christian	Karlson, K. A., -551
Anderson, J. -1514	Kelder, Edmund
Anderson, O. F. -1363	Kehola, Henry
Anderson, Axel P.	Kirst, Hans
Anderson, Joseph	Klahn, Chas.
Anderson, O. -1531	Knubedal, Pete
Apps, P.	Koppen, B. O.
Aunapo, E.	Krause, Erick
Aske, John	Krstoferesen, Emil
Assetts, Andrew	Kummerlove, O.
Bateman, S. J.	Lakborren, Frans
Barwa, D.	Lambert, Ed.
Beck, R.	Langvordth, C.
Bengtson, J.	Larsen, I., -1947
Bee, Call	Larson, H. J.
Behrsen, J.	Larson, Konrad
Benson, J. E. -1454	Lerston, J.
Birkelund, R.	Lindman, H. A
Blomberg, Gust.	Lindholm, C., -1274
Blomquist, H.	Lindberry, Aug
Boulton, Thomas	Lind, H. E.
Boman, Oscar	Mayer, P. M.
Bohman, Erick	Martson, M.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Julius	Mattson, F.
Brand, Peder	Mikkeit, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Morris, E.
Bylander, Fred	Myllne, P.
Carlson, A. M.	Myren, A.
Campbell, Albert	Newman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, B. T., -656	Nelson, Helge
Christensen, Albert	Nordenburg, John
Christensen, Fred	Norvel, Wm.
Christensen, Elner	Nyburg, E.
Christoffersen, John	Nurse, U. F.
Christensen, Otto,	O'Driscoll, J. J.
-1223	Ohlson, Julius
Clemens, Geo.	Olsson, Oscar
Clewley, James	Olsen, Chas.
Colby, E. E.	Olsen, E., -966
Curran, N.	Olsen, H., -563
Danelsen, Ernest	Olsen, C. O., -705
Edwards, John	Olsen, Ola
Edmond, Hjalmar	Olsen, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olsen, B.
Elmeborn, Carl R.	Olsen, P. O.
Eklund, P. H.	Overnik, Thos.
Elstedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Eriksen, Peter	Pettersen, Erik
Eslenberg, Gust	Pedersen, Myer
Falk, O. A., -479	Peterson, H., -1230
Farley, D.	Pederson, Louis
Fabuck, L.	Peterson, O. P.
Fitzgerald, Harry	Pennlingrend, L.
Ford, O. A.	Peterson, Mauritz
Forman, Nels	Peterson, C., -990
Fraberg, Fredrik	Picvard
Gad, V. C.	Pilge, L.
Gad, S. V.	Pontynen, H.
Gotaas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmondson, Johan-	Reek, John
nes	Reymond, L.
Hardin, M.	Romer, Jacob
Haakonsen, H.	Rojahn, Axel
Hansen, H. M.	Rojenes, A. or G.
Halvorsen, Edwin	Rose, W. H.
Hansen, W. -1620	Scott, E. G.
Hansen, C. Fuhr	Schmah, M.
Hansen, Theoder	Schmidt, F.
Hawkes, W. J.	Scherlan, R.
Hermansen, F.	Schultz, E., -1842
Hesterberg, Max	Schon, Hans
Hixon, W. J.	Scholgrain, J.
Hjelkrem, T.	Seppel, P.
Hope, N.	Sibell, C.
Hogan, R.	Shane, J.
Hollburg, Oluf.	Shnevg, J.
Hollgren, G. J.	Soderholm, A.
Hutchison, E.	Staff, K.
Jacobson, John	Stein, A.
Jamison, James	Syvestin, K.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Chas.	Thornle, G.
Jorgenson, Alf.	True C. Nelson
Jordfeld, Theo., -1925	Wallace, A.
Jorgenson, Heine	Westman, A.
Johanson, J. F. -1462	Wimmer, Geo.
Johnson, J. J.	Winters, H.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Svanhild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

ABERDEEN, WASH.

BURNETT BROS.

JEWELERS AND
CHRONOMETER
MAKERS.
Union Made
WATCHES AND JEWELRY
Cor. of HERON &
G STREETS,
ABERDEEN, WASH.

GRIGGS' HARDWARE STORE

SHIP CHANDLER,
PAINTS AND OILS.
404 Heron Street, Aberdeen, Wash.

A. W. BARKLEY

Clothing and Furnishing Goods
SAILORS' PATRONAGE SOLICITED

116 South "G" Street

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Prompt, Careful Service.

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HUOTARI & CO.

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Groceries and Notions.

We sell everything, and sell at right
prices. Union-made Goods Specialty.

You know the place,
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ABERDEEN, WASH.

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STOCK OF

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SHOES, COLLARS, SUSPENDERS,
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HONOLULU, H. T.

THE "ALOHA"

Harry Klemme, Proprietor.

First-Class Rooms at very moderate
rates. Summer garden attached.

Cor. Queen and Richard Streets,
HONOLULU, H. T.

Portland, Or., Letter List.

Ackerle, Ernst	Jansson, Joel
Berthelsen, Alfred	Johansen, F. B.
Bade, Alex	Johnson, Andrew
Borge, Sigurd H.-	Jakobsen, Ole
1568	Jensen, Peter
Brookman, Robert	Kone, Erenst
Behrens, Emil	Lettre, Honore
Boose, Paul C.	Lerch, Paul
Connecke, Hugo	Madsen, M.-1503
Cone, Pierre	McArthur, Chas. A.
Dahl, John	Capt.
Espensen, E. N.	Neuling, A.
Eriksson, E. J.	Nelson, Louis
Gustafson, A.	Nilsen, Edvin
Hilarion, Chas.	Peterson, Neel
Hegan, Paddy	Peterson, J. A.
Hogan, Bernt	Pohlmann, Hans
Hansen, Hans-1250	Pettersson, John
Hansen, H.	Peterson, H.
Hansen, Geo. J.-1267	Smith, Henry
Helms, W.	Schmidt, Fritz
Hansen, Aldan	Wilsen, Anders
Jahnke, Arthur	

INFORMATION WANTED.

Rudolf Carlsen wishes to know the
whereabouts of his brother Edward
Carlsen, address, Sailors' Union, Box
65, Seattle, Wash.

Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

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DICKSON BROS. CO.

(U. S. STORE)

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Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
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Shoes, Rubber Boots and Oilskins can
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Union Goods a Specialty.

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Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

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Res. Phone, Ind. X 7028.

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Squire-Latimer Block. Seattle, Wash.

SEATTLE NAUTICAL SCHOOL,

Navigation and Nautical Astronomy

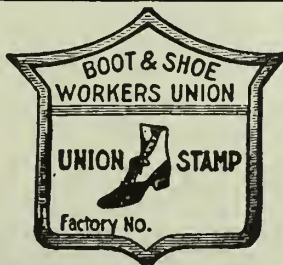
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Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
license unlimited. Steam and sail.
American and British.

494 Arcade Bldg. Phone Main 3300.

Pt. Townsend Letter List.

Blanka, F.	Moran, Karl
Emke, Wilt	McLeod, J. C.
Hilke, Carl	Nilsen, M. V.
Jensen, Ingvald M.	Olsen, Alf.
Kuhl, H.	Phorspect
Karlsson, Karl	Stacheassen, C.
Karvonen, Lars.	Stevens, W.
Lundkvist-1014	Thorne, Richard
Ligestraim, G.	Udbye, Harvie
Moberg, Alf.	Weber, Ch. O.

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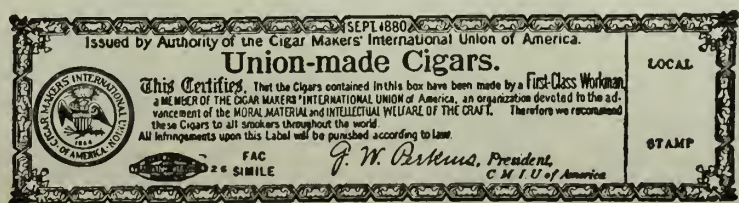
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Fair Treatment of labor should ask their
shoe dealer for shoes bearing this stamp.

The product of Fair Employers and Fair Labor merits the pat-
ronage of all fair minded persons. Ask your dealer for Union Stamp
shoes, and if he can not supply you, write

BOOT AND SHOE WORKERS' UNION,
246 Summer St., Boston, Mass.

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See that this label (in light blue)
appears on the box from which
you are served.

**Home News.**

The Bank of Wauseon, at Wauseon,
O., closed its doors on April 21, be-
cause of heavy withdrawals.

The Supreme Court of Illinois, in a
decision rendered on April 23, de-
clared the new local option law,
passed last year, constitutional.

Royal assent has been given to the
immigrant bill providing that immi-
grants must come to Canada direct
on through tickets or be liable to de-
portation.

The Louisiana State Board of Ap-
praisers has increased the assess-
ments of the railroads, telegraph and
telephone companies in that State
over \$3,000,000.

After waiting fifteen years, James J.
Hill has arranged for the entrance of
the Great Northern Railroad to Ta-
coma over the double tracks of the
Northern Pacific from Seattle.

The New York Senate bill making
it a felony to conduct a bucket-shop
was passed on April 23 by a party
vote in the Assembly. It now goes
to the Governor.

A formal order restraining opera-
tion of the Railroad Rate law of Ala-
bama until its accuracy and justice
can be inquired into by the Federal
Court has been issued.

President Roosevelt, on April 23,
signed the bill providing for reorgan-
ization of the medical department of
the army so as to provide for a medi-
cal corps and a medical reserve corps.

The Canadian Government has de-
cided not to press the insurance bill
which was introduced at the opening
of the session, and which would im-
pose strong restrictions on American
life insurance companies.

Four Japanese were arrested at San
Diego, Cal., on April 23, while cross-
ing the line near Tia Juana into the
United States and are being held by
the authorities until disposition of
them is directed from Washington.

It is said that Andrew Carnegie has
decided to give \$25,000,000 to endow a
great national university, to be locat-
ed in Washington, and make Presi-
dent Roosevelt chancellor of it, after
he shall have made his world tour.

California members of Congress
admit that the question of Japanese
Exclusion will not be pressed at this
session. Representative McKinlay
predicts that the fight for an Exclusion
law will be on in earnest next year.

Two hundred and twenty-five per-
sons were killed and 462 injured,
many fatally, in a tornado which
swept thirteen States from the Da-
kotas to the Gulf of Mexico on April
24. Most of those killed were ne-
groes.

The Supreme Court of Illinois, in
a decision rendered on April 23, holds
that a Board of Education has no
right to bar a child from the public
schools for failure to comply with the
orders of the Board as regards vac-
cination.

Official reports received from
agents throughout Manitoba and Al-
berta show that the total acreage
under crop in the Canadian West this
year will be about 20 per cent greater
than last year, with all indications
pointing to a record yield of wheat.

The United States Department of
Justice has decided to institute pro-
cedure under the Interstate Com-
merce Act to compel the Nashville,
Chattanooga and St. Louis Railroad
Company to furnish accommodations to
negro passengers paying first-class
fare equal in all respects to those
furnished to white passengers.

News from Abroad.

The Chinese Government has announced the formation of a board to find out what officials in Peking use opium.

President Castro's official organ accuses President Roosevelt of "seeking a pretext to precipitate a conflict with Venezuela."

The Russian Government, it is said, has ordered five warships, each one to be larger than the Dreadnought, from a firm of Clyde shipbuilders.

The emigration from Germany, via Hamburg, for the quarter ending March 31, was 24,000, as against 103,589 for the corresponding period last year.

Lieutenant-General Linevitch, aide de camp to the Czar and commander of the First Manchurian Army, died from pneumonia at St. Petersburg on April 23.

The Catholics of France, especially the clergy, are anxiously awaiting a decision from the Pope regarding the establishment of mutual aid societies for priests.

The body of Emanuel Swedenborg, the famous mystic and writer, was exhumed in London, Eng., recently and started on its journey to Sweden for final burial in Swedish soil.

Japan has been candidly reminded by the London Times that England supports America in demanding strict observance of the open door in Manchuria.

The King of Italy has declared that the "Black Hand" is not a regular organization, but "merely detached gangs of malefactors, as among other nationalities."

The Czar has approved the bill raising the Russian legation at Tokio to an embassy. The appointment of M. Malevsky-Malavitch as the first Ambassador to Japan is regarded as certain.

The partisans of Spanish Premier Maura are using President Roosevelt's anti-anarchistic message as an argument in favor of the new Government bill, imposing severe penalties against anarchists.

On account of recent attacks made on the clergy in the streets of Lisbon, the usual Palm Sunday procession was dispensed with. The Government's programme in the new Parliament includes a revision of the decree issued by Premier Franco.

The boycott by Chinese of Japanese goods which originated in China as an outcome of the Tatsu Maru incident has reached Sydney, Australia. A Japanese steamer sailed recently for Japan without any Chinese passengers or cargo and without the usual gold shipments.

The German Government will soon begin the erection at Brunszuettel, at the entrance of the Kiel Canal, of what is designed to become a great docking and repair establishment for warships. The plan is to build one drydock now and another in 1909. The new works will be fitted only for the building of warships of smaller dimensions.

The Jacques Cartier sailed from Dunkirk, France, recently bearing the Polar expedition under command of Lieutenant Benard. The primary object of the expedition is to investigate the theory that whales, which are now disappearing off Newfoundland, have sought refuge in the Barents Sea, in the Arctic Ocean, which is always free from ice. Other scientific investigations will be made.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify Headquarters to forward same to the port of their destination.

Ackerson, Peter
Ahlborg, G. A.
Ahloff, Wm.
Akesson, Hjalmar
Alksne, August
Allen, Fred
Andersen, -1073
Andersen, Oscar
Andersen, Einar
Andersen, -623
Andersen-1305
Anderson, A.
Anderson, Chas.
Anderson, L.
Anderson, -991
Anderson-512
Anderson-1235
Anderson-1463
Anderson-1520
Bacanau, V.
Bachmann, Erich
Baillie, Joe
Bakke, M. C.
Banke, -1646
Baterman, S. J.
Bauman, Ernst
Beansang, Geo.
Becker, Fred W.
Behrens, E.
Belin, George
Belin, Eric
Belling, Oskar
Bengtsson, J.
Benson, -1611
Berg, A. C.
Bergh, Borge
Berglund, Nils P.
Bergquist, Stanley
Berkhusen, Hjalmar
Berlitz, Emil
Bernard, S.
Beyerle, Ruppert
Bianco, Fillipp
Blckel, Leonard
Bielenberg, F. C.
Block, Harry
Calver, W.
Carlsen, Hans
Carlsen, Hans H.
Carlson, A.
Carlson, Th.
Carlson, Axel Geo.
Carlson, Pete
Carlson, M. A.
Carlstrom, Arvid
Casto, Lucas
Chambers, A. G.
Christensen, Albert
Christensen, -1065
Christensen, James
ache, Paul
Dahlbeck, John C.
Dahlgren-534
Danberg, Rudolf
Danenberg, Rudolf
Danielsen, Sigurd
Daugul, G.
Day, H. E.
Easton, R. W.
Eddy, Geo.
Edson, Frank
Egle, K.
Ehresman, John
Ekland, Sigurd
Ekstedt, Harold
Eliassen, Sigurd
Ellingsen, Fred
Falck, Axel
Farley, Wm.
Faulkner, John
Faulstich, John
Fiksdal, Lars
Findley, Harold
Fischer, Torsten
Fitzgerald, Harry
Fjeldstad, Olaf
Fjollis, George
Forschu, Alex
Forslund, Victor
Fraasik, Aug. E.
Gabrielsen, Knud
Gabrielson, C. W.
Gabrielson, Eiling
Gabrielson, Oscar
Gad, Sophus
Gahling, Karl
Garten, Chris
Garton, Olaf
Gartz, Wm.
Haasenritter, C.
Haglund, Richard
Hall, Wm.
Halvorsen, -1439
Halvorsen, Olaf
Hansen, Frithjof
Hansen, Johan M.
Hansen, Otto W.
Hansen, -1136
Hansen, -1837
Hansen, H. T.
Hansen, Nikolai
Hansen, Vilgo A.
Hansen, Chas.
Hansen-1729
Hardies, Max
Haroldsson, -874
Hartkopf, Joseph
Haugen, Lars
Hawkins, M.
Heidelstein, Axel
Heidenberg, Carl
Hein, M.
Heine, Carl
Heino, W.
Helmer, F. H.
Itfeldt, Fr.
Itwelt, Fr.
Iversen, Sigurd
Jach, Paul
Jackson, J.
Jacob, Ambross
Jacobsen, Anton
Jacobsen, -1686
Jacobsen, K.
Jakobsson, John Alf
Jamison, Joe
Jansen, K.
Janson, -1779
Jansson, Chas. A.
Anderson, A. J.
Anderson-1063
Anderson, -1463
Anderson, A. B.
Anderson, F. M.
Anderson, Edward
Andersson, -1240
Andersson, -1246
Andersson, Viktor
Andrassen-1136
Antonsen, Hjalmar
Arden, S. F.
Arnesen, Isak
Arntsen, Eric
Arro, Nicolas
Askerlund, D. O.
Asmussen, Max
Aspe, T.
Axelsson, C. B.
Bjorkholm, G. A.
Bjorklund, Erik
Bjornsgaard, C. E.
Black, John
Blomberg, Chas.
Blum, Albert
Bohlm, -630
Bohm, Emil
Bolas, Peder
Bono, Viktor
Borgensen, Alf.
Boum, Mr.
Bourbigou, Louis
Boylan, Chris.
Brander, Oscar
Braun, Jakob
Braun, Wm.
Bredesen, Johan
Bregler, Fred
Brown, John
Brox, Henrik
Brumling, P.
Buas, Thomas
Budenditch, G.
Buelna, R.
Burke, Jas.
Christensen-1126
Christensen-1204
Christensen, Sigv.
Christian, E. F.
Christoffersen, B.
Claus, C.
Clementz, Ole
Clyde, H. R.
Cnudsen, Davit
Connecke, Hugo
Cord, C.
Croll, Conrad
Cs, G. E.
Dempsey, Thomas
De Sot, Elmer
Desventer, Aug.
De Young, A. W.
Domgorgen, Pet.
Domnick, H.
Dorles, H.
Endresen, B.
Engberg, A.
Engblom, John
Engman, Chas.
Erichsen-606
Eriksen, Samul
Eriksen, Samuel
Esnault, Geo.
Frederick, B.
Fredrickson, C. G.
Fredriksen, B. D.
Fredriksen, Berger
Fredriksen-529
Friberg, P.
Fridlund, Johan
Fris, Chr.
Frlwold, Olaf
Froise, J. J.
Frose, Johannes
Frose, Elias
Geissler, Hans
Green, Hilding R.
Green, Frank O.
Green, Wm.
Griell, Bernhard
Gumbel, Gustav
Gundersen, Sevrin
Gustafsson, A. F.
Guzek, Bernhard
Henriksen, -1737
Henriksen, H. A.
Henriksen, Herman
Hensen, Albert
Hermansen, L.
Hill, -567
Hines, James J.
Hink, James J.
Hinner, Paul
Hixon, J. W.
Holland, E. Scott
Holsether, Sig.
Holmen, Carl
Holmes, Martin
Holmlund, Arthur
Holmquist, E. G.
Holst, Richard
Holst, R.
Holstein, Rudolf
Honeman, H.
Horse, Allick
Hull, H.
Hurley, Wm.
Husted, Heinrich
Iversen, Tom
Iverson, Andreas
Jarvie, W.
Jaspersen, J.
Jaspersen, Martin
Jensen, Peter
Jensen, Jas. B.
Jensen-1791
Jensen, Johannes
Jensen, -1893
Janson, Nils
Johannesen, -1549
Johannesen, M. E.

Johansen-2126
Johansen, Kristian
Johansen, Karl L.
Johansen, -1201
Johansen, -1821
Johansen, Oskar
Johansen, Fred
Johansen-880
Johansen-1204
Johansen, Elis R.
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Perheennles, A.
Schmith, A.
Schmith, F.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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Labor News.

Thirty thousand miners employed in the Pittsburg (Pa.) district resumed work on April 20, in accordance with the agreement previously reached.

Announcement is made that the Buck Stove and Range Company, which has been closed down since last January, will reopen and re-employ its former force of 750 men.

Because of the discharge of two conductors, the entire force of motormen and conductors of the Cumberland (Md.) Electric Company went on strike on April 18, and the system was completely tied up.

At a big mass meeting held at Honolulu, T. H., on April 24, by local Chinese resolutions were adopted and sent to President Roosevelt asking that the number of laborers coming to the Islands be limited.

President Riggs of the Chester (Pa.) Traction Company has agreed to take the striking motormen and conductors back at the wages they were cut to at the time of the strike, the pay later to be increased.

Four thousand workmen were affected by an order posted on April 21 in Vancouver, B. C., calling for an "Open Shop" in all departments of the Canadian Pacific Railway between Lake Superior and the Pacific Coast.

Practically one out of every three union men in New York State was idle at the close of 1907, according to a bulletin of the State Labor Department. In New York City the percentage was 34.2, as compared with 32.7 for the rest of the State.

By an overwhelming majority the House of Representatives on April 22 refused to suspend the rules and pass the bill removing the restrictions of the general Immigration Act with respect to the importation of foreign white labor into Hawaii.

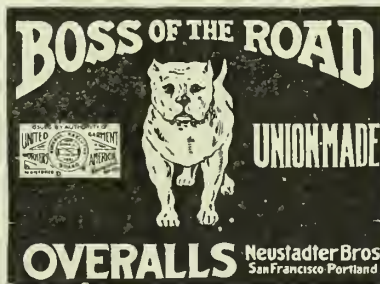
Practically all of the cotton mills in Fall River, Mass., have decided to adopt a drastic policy of curtailing production in an effort to offset market conditions, and it is estimated that the output this week will be less than normal by nearly 125,000 pieces.

The Supreme Court of Nevada on April 24 handed down a decision which renders boycotts in all forms illegal, and also makes it possible for parties injured to recover damages against any party, individual or corporation who institutes a boycott. The case grew out of a boycott levied by the Industrial Workers on the Goldfield Sun.

A Government Employers' Liability bill was introduced in Congress on April 24 by Representative Jones, of Washington. It provides for compensation to Army laborers, mechanics or other civilian employees of the United States or to their heirs in case of injury or death by accident while engaged in their regular work, the sum in no case to exceed \$5,000.

The Central Federated Union of New York has adopted the recommendations of its general executive board to ask Congress to pass the Sulzer bill creating a Department of Labor distinct from the Department of Commerce. The bill provides for a Secretary with a seat in the Cabinet with a salary of \$8,000 and six assistant secretaries, each to receive \$5,000 a year.

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INFORMATION WANTED.

John Behrman, a native of Oldenburg, Germany, born 1858, is inquired for. Address, Coast Seamen's Journal.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

John Browne, a native of Courtmacsherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

John Nelson, a native of Malmö, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmö, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torskelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

With the Wits.

In the Name of Humanity.—"Bruder Jones am a humane man."

"How come?"

"He done druv forty miles to git some whisky to rub a hoss wif."—Kansas City Journal.

The Ever Possible Slip.—Ella—I'm to be married to-morrow and I'm terribly nervous.

Stella—I suppose there always is a chance of the man getting away, up to the last minute.—Brooklyn Life.

Courage From Experience.
When winter's fros' mos' stops my bref

I minds myse'f as how
I nebber yet done freeze to de'f—
An' I ain't a-gwint' now.
—Exchange.

Quite Right.—"Good morning, Miss Sharp," said a gushing young man, "You are really the last person I expected to meet here."

"Well," replied the lady, "am I not the last person you have met?"—Philadelphia Inquirer.

She Had the Habit.—Mrs. Turner—Dead for a year—your husband! Why, Mrs. Stiler, you should have written to me.

Mrs. Stiler—I truly did intend to write, Mrs. Turner, but, do you know, I tramped over the whole city and couldn't find a single black-bordered souvenir postal.—Puck.

Might Get Stung.—Auntie—Now, Tommy, take my bonnet upstairs for me, there's a good boy.

Tommy—Boo-hoo! I don't want to!

Auntie—Indeed! And why not, pray?

Tommy—'Cause mother told me you'd got a bee in it.—The Sketch.

Not Bigoted.—"Phot is this I see, Moike?" asked Mr. O'Kelly, "And is it dhrinkin' whisky yez are? Sure it only was yestherday ye tould me ye way a tay-totler."

"Well, you're right, Mr. O'Kelly," said Mike; "it's quite right ye are. I am a taytotler, it's thrue, but, be-gorry, I'd have ye understand I—I—I'm not a bigoted taytotler."—Exchange.

Too Suggestive.—Mr. McGuire (to hospital attendant)—Phwat did ye say the doctor's name was?

Attendant—Dr. Kilpatrick.

Mr. McGuire—Thot settles it. No doctor with thot cognomen will git a chance to operate on me—not if I know it.

Attendant—Why not?

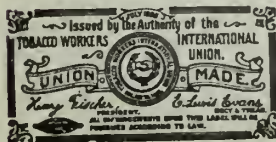
Mr. McGuire—Well, you see, my name is Patrick.—Judge.

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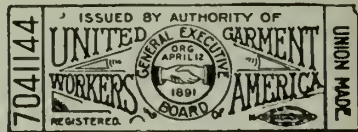
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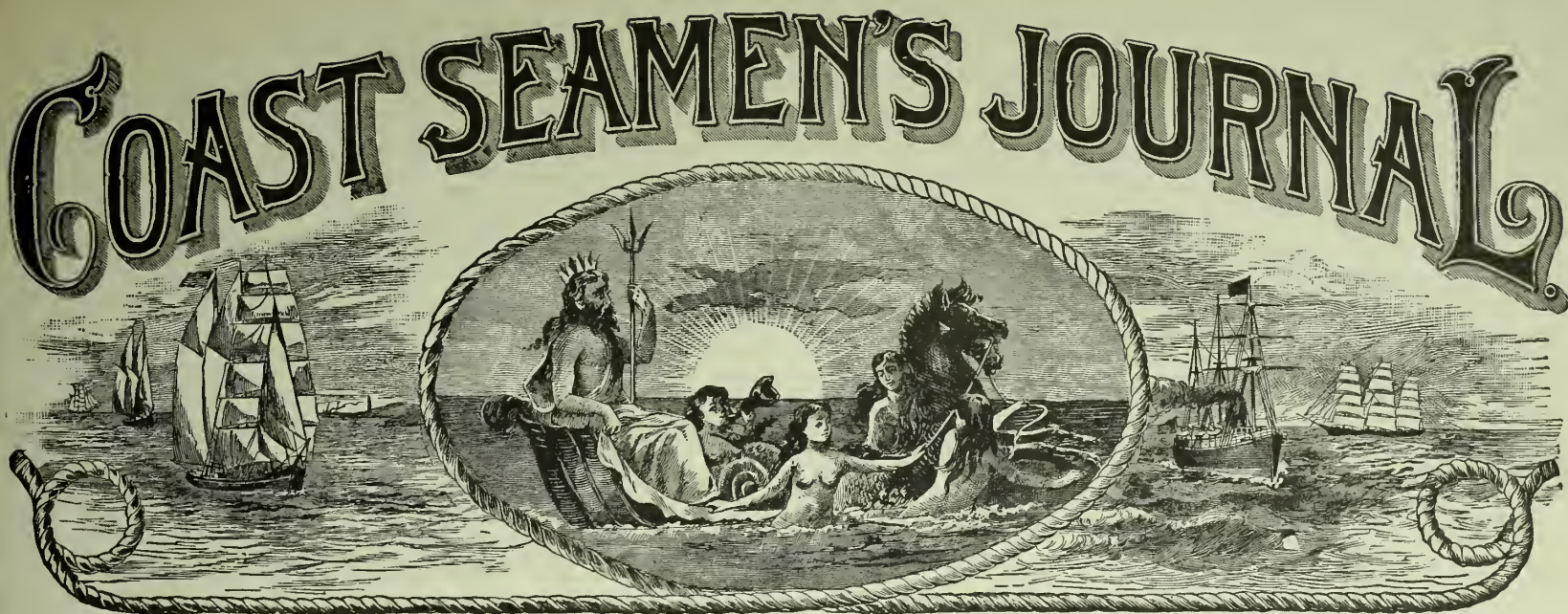
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VOL. XXI, No. 33.

SAN FRANCISCO, WEDNESDAY, MAY 6, 1908.

Whole No. 1063.

CHINESE ON BRITISH SHIPS.

A DEBATE of supreme importance to British sailors and firemen took place in the House of Commons, on Tuesday, March 3. The subject under discussion was the employment of Chinese labor on British ships. Owing to the courtesy of the publishers of the official reports of the proceedings in Parliament, we are able to give the subjoined speeches at length.—(Reprinted from *The Seaman*, London, Eng.)

Mr. Charles Fenwick's Speech.

Mr. Fenwick (Northumberland, Wansbeck), in calling attention to the conditions under which Chinese subjects were employed on British ships, and in moving: "That, in the opinion of this House, the conditions under which Chinese seamen are employed on British vessels at ports in the United Kingdom call for an immediate investigation by a Select Committee of this House, with a view to determining whether the provisions of the Merchant Shipping Act, 1906, are sufficient to enable the Board of Trade to prevent abuses arising out of the employment of Chinese in the British Mercantile Marine," said the resolution would be seconded by his honorable friend, the Member for Middlesbrough, who had, perhaps, a more intimate personal knowledge of the question dealt with than he claimed to have. The honorable member had had considerable practical experience of seafaring life, and as the House knew, he himself was not a sailor, though some of his friends said that he was a good sailor, because often as he had been on the water he was in blissful ignorance of what it was to be sea-sick. He wished to state at the outset that, speaking on his own behalf and of those in whose interest this resolution was brought forward, that neither they nor he had any complaint to make against the employment of Chinese in our Mercantile Marine qua Chinese. They did not wish in any way to curtail the employment of these men, nor did they wish to ask for anything in the nature of protection or even preferential treatment for seamen born within the four corners of the United Kingdom. All that they claimed was that if Chinese were employed in our British Mercantile Marine or if any other foreign subjects were employed, that they should not be employed under terms and conditions which practically amounted to sweating or unfair agreements, which tended very largely to deprive British-born subjects of their legitimate calling. They understood, and he believed that the Board of Trade would assist them in this respect, that wherever Chinese or the subjects of any other foreign power were employed in the British Mercantile Marine they should comply strictly and to the letter with the provisions laid down by the Board of Trade, both by their regulations and in their recent legislation. It was within the recollection of the House that recently they had devoted a large portion of their time to the consideration of legislation and the laying down of conditions and rules for the regulation of the Mercantile Marine especially with a view of improving the condition of the British sailor. It was true that the regulations and the legislation to which he had referred were based very largely upon the recommendations of a Departmental Committee, which only arrived at

them after very full, careful and exhaustive enquiry. He would remind the House of some of the things which were provided for by the President of the Board of Trade under the Act of 1906.

The Act provided, amongst other things, that no foreign seaman should be permitted to engage on a British vessel unless he was able to speak and understand the English language. It also provided that no able seaman should be engaged unless he was able to prove at the time of his engagement that he had served at least for three years before the mast or in the capacity of seaman. It also enacted better food regulations, and laid down what they considered to be a reasonable and rational scale of allowances which the British seaman ought to have; and that no person should be shipped as a ship's cook unless he held a certificate granted by a school of cookery, approved by the Board of Trade. These, in his judgment, were very wholesome provisions indeed, and it seemed to him that it ought to be the duty of the House to see that the regulations which were imposed by that Act were strictly and literally observed. The importance of the language test would, he thought, be admitted by every member who had the honor of listening to the speech of the President of the Board of Trade, in which he introduced this bill two years ago. He should like to quote just one passage from that speech to show the importance which the right honorable gentleman attached to the question of language. In the course of that speech the President cited several instances which clearly showed the danger that there was to those employed in our Mercantile Marine, from the employment of men who were, it might be, physically fit in every respect to discharge the duties which were imposed upon them, but who were, in consequence of their want of knowledge and clear understanding of the meaning of the English language, absolutely unfit to bear the responsibility imposed upon them. The President of the Board of Trade said: "There is overwhelming evidence that the lives of men engaged at sea are endangered by the fact that you have seamen on board who do not understand the English language, who consequently do not understand the word of command, and who, especially in moments of emergency, are absolutely worthless for that reason." The one object and desire actuating them in bringing forward this resolution was not for the sake of protection, but was absolutely in the interest of the safety of those who were employed in our Mercantile Marine. The Act, as the House would remember, only became operative on January 1 of the present year. Some considerable grace, it seemed to him, was allowed to the ship-owners in this country to prepare for all the consequences of the Act when it became operative. Now, what had happened?

Only the other day, Saturday last, the stipendiary at Cardiff was engaged in hearing an enquiry into the stranding of the steamship, called the *Huddersfield*, off Hartland Point on January 27 last. That vessel had only been a few days at sea, and in view of the facts the master's certificate was suspended for six months. The stipendiary, in giving judgment, said: "The attention of the court has been drawn on several occasions during the last five years to the danger

to life and navigation arising from the employment on British ships of foreigners having an insufficient knowledge of the English language to enable them to understand the necessary orders and to make the communications necessary to be made in the performance of their duty." What were the facts relating to this case? Two of the crew gave evidence before the Court of Enquiry, and neither of them understood a word of the English language. (An Honorable Member: "Were they Chinamen?") One was a Greek, and he believed the other was a Chinaman, though that was not stated in the newspaper report. The man at the look-out on this occasion was a Greek who did not understand the English language, and although he saw that the vessel was approaching broken water, and ought to have been able to give intimation to that effect and call attention to the danger which the vessel was running, he was unable to do so in consequence of his inability to find the words necessary to describe that broken water lay immediately ahead, and the vessel was stranded in consequence, and although this man had the advantage of an interpreter he was still quite unable to understand the nature of the warning which he ought to have given. The court went on to express the opinion: "Unless some vigor, care and vigilance were exercised in giving effect to the restriction on the employment of foreign seamen contained in Section 12 of the Merchant Shipping Act of 1906, the restriction was both futile and illusory." He contended that that was the case, and that unless some more careful supervision was exercised at the ports of the United Kingdom by the superintendents or some other person in authority when a crew was signing on, to take care that these men really did understand the English language and the nature of the duties they were called upon to perform, then the regulations of this House would become simply illusory and a sham. Probably the case of a vessel which signed on on January 31 this year was familiar to the Under-Secretary of the Board of Trade, one month after the provisions of the Act became operative. The instructions of the Board of Trade as laid down in the Merchant Shipping Act, provided what was known as the Dis. A., which applied to the question of nationality, should be produced at the time when seamen were being signed on. In this case some thirty-eight seamen of a foreign nationality were signed on without Dis. A. having been submitted to them. It was perfectly true that by the Act of 1906 they regarded the Chinese and lascars just the same as any subject of British India, and in that respect they made a great mistake, because it was very easy for a Chinaman coming from anywhere outside of Hong Kong and Shanghai to cry off, on the ground solely that he was a British subject. Practically no steps, and certainly no efficient steps, were taken to ascertain whether these men were British subjects or not. In cases such as this, very careful consideration was required.

Unless a man hailing from a foreign country was capable of showing by documentary evidence that he was a British subject, he ought to be prevented from signing such articles. What was the value of all their restrictive legislation and of their regulations if they simply accepted it as the

ipse dixit of any man who sought employment in the Mercantile Marine that he was a British subject? A Chinese, Norwegian, or Russian sailor might go down to the shipping office and say his papers had either been stolen or mislaid, declare that he hailed from Hongkong or Shanghai, and claim to be a British subject without producing any evidence to show that such was the case. He maintained that, in the interests of safety and the proper discipline in the Mercantile Marine, such an individual who was unable to produce documentary evidence as to the place of his nativity should be rejected on that ground; the same thing applied with equal force to the case of rating. According to the Shipping Act, no man was entitled to be rated as an A.B. unless he could produce evidence to show that he had served three years before the mast or as a seaman. The House would here again observe the great laxity that was displayed in all such cases. He had in his possession the articles of agreement relating to three vessels, and not a tittle of evidence was produced to show that the men had served for any length of time before the mast. In another case thirty-eight seamen of foreign nationality had signed as ordinary seamen, without having had practically any experience of the duties to be performed on board ship. Seventeen of these men had left German vessels, two had left Russian vessels, and four had left Norwegian vessels. He maintained that in the absence of documentary evidence these men ought not to have been treated as British subjects, and they were not entitled to the covering clauses in the Act of 1906. Steps ought to be taken to prevent such men being employed in the British Mercantile Marine. The Under-Secretary to the Board of Trade might reply to his contentions by saying the Board of Trade were fully aware of the danger that existed, and were doing all they could to meet it. He believed that was so. He believed the Board of Trade were determined as far as they could to put an end to these questionable practices. He might also remind them that they had had very little opportunity as yet to gain experience of the operation of the Act, and say that no enquiry was needed in order to deal effectively with the two questions he had raised. He was quite alive to the importance of such an answer. He recognized that if they set up an enquiry it would be very difficult indeed for the Board of Trade to exercise even the powers they possessed either under the Act of 1906 or former Merchant Shipping Acts, until it had completed its labors and had reported to Parliament. He could see the force of such an argument, but there were other points on which it seemed to him there was good ground for the request they made that an enquiry should be made without delay into the conditions prevailing at the present time in the Mercantile Marine.

They had the case of crimping. Every day almost they had articles appearing in the newspapers calling attention to the fact that so-and-so was in the habit of providing Chinese and other seamen for the British Mercantile Marine, and was able to do it on certain very easy conditions, so far as the shipowner was concerned. According to Section III, of the Act of 1894, however, it was laid down that: "A person shall not engage or supply a seaman or apprentice to be entered on board any ship in the United Kingdom, unless that person either holds a license from the Board of Trade for the purpose, or is the Owner, Master or Mate of the ship, or is bona-fide the servant and in the constant employment of the Owner, or is a Superintendent." They had advertisements appearing in the public press in the name of gentlemen who were willing to procure such subjects for the advantage of the shipowners. The following, which appeared in one of the London newspapers only a month or two ago, was an example. It came from Cardiff and ran as follows: "Gentlemen. Encouraged by the fact that owners of ships have lately applied to me to secure Chinese crews for them, I most respectfully beg to call your attention to the fact that I always have good and reliable men in my house ready to join vessels at the shortest notice and at any port in the United Kingdom, provided half their fares and half expenses of transfer of luggage are paid. When employing a Chinese crew, you only require about two more hands than Europeans, but the difference in costs, not only in wages, is balanced by the cheaper scale of provisions the crew demands. Hoping to have the privilege to select a crew for you on some future occasion, I remain, gentlemen, very respectfully yours, Ah Sam." He would like to know whether this man held a license from the Board of Trade as a recruiting agent for Chinese seamen. If he did not, then he thought very drastic steps ought to be taken immediately in order to put an end to this state of things. He also gave in his advertisement a food scale which the Chinese would require, and it was practically about one-third of that which was only two years ago laid down as an adequate scale for European seamen engaged in the Mercantile Marine. In many cases, too, European seamen had to complain of the unfair contracts with which they were confronted from time to time. It was perfectly true that they were signed by the men with their eyes open, but the condition of employment in the country was so precarious that in every branch of British industry a man was not always strictly speaking a free agent when in search of work. He was often compelled by sheer force of circumstances to sign

a contract which, if he were freer, he would not be likely to sign. He had before him a contract in which there was a clause providing that if the cook deserted in an American port, and a substitute had to be found and higher wages were demanded, then the difference had to be paid out of the wages of those engaged on board the vessel. Such conditions seemed to him to be monstrous in the extreme. We were opening the ports of the United Kingdom and making them practically collecting grounds for men of foreign nationality who by the lower rate of wages which they were prepared to take were practically driving Europeans out of the service of our Mercantile Marine, which was at this moment manned by 40 per cent of the whole by seamen of a different nationality from our own. This was a condition of things that we could not look upon with anything like complacency or satisfaction.

In the matter of the Workmen's Compensation Act, again, they had ground for a careful enquiry by the Board of Trade. They had evidence that the operation of the Workmen's Compensation Act was tending probably more than anything else to drive European seamen out of our Mercantile Marine. That was a very undesirable thing, and unless they were prepared to tighten up the regulations provided by the Board of Trade and by legislation, the improvements which they expected they were effecting in the lot of the British sailor, which was always an arduous one accompanied by danger, were being frittered away and were passing into the hands of men of a totally different nationality. He remembered when the original Workmen's Compensation Act was passing through the House the late Sir Arthur Forwood, himself a large shipowner, and anxiously in favor of extending its provisions to seamen, moving an amendment to that effect, and he said the British seaman was the worst paid, the worst organized, and the least able of all British workmen to take care of himself. It was in the interests of this class that this motion had been brought forward, and he sincerely appealed to the Board of Trade to grant an enquiry if possible, and he trusted that their labors in this respect might not become futile and illusory.

Mr. Havelock Wilson's Speech.

Mr. Havelock Wilson (Middlesbrough) said he was afraid he should not be able to be quite so calm on this matter as his honorable friend, because he had had to deal with the question of shipping and shipowners for a good many years, and of all the employers in the country he knew of no class who were more inclined to take advantage of their workmen than the shipowner. There were exceptions. There were a good many shipowners who did well by their employees, and did everything they could to make the conditions on board ship all that could be desired. What was it that they had to complain of? For a good many years he had complained of the unrestricted employment of alien seamen on British ships, not that he objected to any foreign seamen being employed because he was a foreigner. All he said was that if the shipowner believed—and some of them said so—that the foreigner was a better man, the shipowner ought to pay him better wages, and if he was engaged as a sailor he should be a competent man. That surely implies that he was able to understand the orders given him. If he could not understand his orders he was not a competent man, and that observation applied equally to firemen. There was no class of employer that he knew of that had more libeled and defamed their own countrymen than the shipowner. According to statements of some shipowners the British seaman was a grumbler, who would not attend to his work, never did what was right, and, in fact, was the worst man to have on board ship they could possibly find. Many years ago the shipowners gave a preference to the Swedes and the Danes. They got them at less wages, but by-and-by those men commenced to ask for better pay, and the shipowners had no further use for them. They then tried the Germans and Belgians with the same result, and they went all round Europe, even taking in Turks and Greeks, and as soon as the men asked a better price for their labor their services were not required to the same preferential extent. Now the shipowners find all the virtues in Indian and Chinese labor. He had been told more than once by Presidents of the Board of Trade that he must not ask for any better conditions for the lascars or the Asiatic, because he was a British subject, and that if they asked that he should have proper accommodation and food he would not be employed.

Now it seemed that to some extent the shipowner had tired of the lascar, and he had gone in wholesale for Chinamen. He thought some months ago that this question was becoming very serious indeed. Ten years ago the only liners carrying lascars and Chinamen were those trading direct from the United Kingdom to the East and back, but during the last nine months it was not only the liners that have taken on Chinamen, but nearly the whole of the tramp steamers. He would respectfully suggest to his right honorable friend that when the Board of Trade were compiling figures they should be a little more fair to the seamen's side. The last quinquennial return gave the percentage of lascars employed as about twenty-four or twenty-six. That was entirely misleading, because the lascars and Chinamen were employed in the foreign trade principally, and the number of lascars and Chinamen in the

foreign trade employed as sailors, firemen and petty officers was 30,000, while the number of Britishers did not amount to more than 59,000 of the same class. If they took from that total the number of men employed in the Western Ocean trade, it would leave nearly 60 per cent of the men employed in foreign-going vessels to be Chinamen and lascars. When the next figures came out they would show a great increase, because he found that Ah Sam and Ahon were extensively circularizing shipowners, pointing out that they were able to supply Chinamen at low wages and with a food scale a third of the cost of that provided by Act of Parliament for Europeans. There was another evil connected with that. The lascars engaged in India commenced their voyage there and went back to India and were paid off there, but the Chinamen they were now complaining of were becoming residents of the ports of the United Kingdom, commencing and finishing their voyages here.

During the past eighteen months there had been an increase of no less than ten Chinese boarding-houses in the East End of London. Two years ago they had not one Chinese boarding-house in Cardiff. Now they have eleven or twelve. At Liverpool they had multiplied in the same way, and if any honorable member visited the West India Dock-road to-morrow he would wonder where all the British inhabitants had gone to, because the Chinaman monopolized every public-house and every den of infamy in that particular locality. He had to complain of the action of the Board of Trade in this matter. His honorable friend had already read out to the House from a copy of an agreement certain clauses which provided that if any Chinaman deserted at an American port the remaining Chinamen were to pay the expenses of a watchman during the time the ship remained in port. That was not an isolated case, for he was present in a mercantile marine office when a crew was signed on, and a man who was acting as interpreter for the crew was the Chinese crimp who was supplying the men to the shipowners. He called the superintendent's attention to the matter, and told him that he would hear more about this subject. He had seen a good deal of interpreting done in his time. His honorable friend said the men had signed this agreement with their eyes open, but he could assure him that they did not know what they were signing. Remember that this was a crew signing on for a British ship and signing as able seamen, whilst not one of them was able to produce a scrap of paper to show whether they were soldiers, sailors or firemen, and this was the crew of a ship which was to be allowed to sail down the Channel. At any rate, the Board of Trade could stop that, and could lay down that they would not allow those crimps inside their office. Surely they could insist upon a competent interpreter being provided, and they could also insist that every man must produce his certificate of discharge. He knew they had them and he would tell the House why. Before the end of last year the language test was not in operation, and a good many Chinamen, when asked their place of birth, gave a truthful answer, and many of them stated that they came from Hongkong, Canton, and other places in China. But the Chinaman was a cunning fellow, and he was smart enough to discover that, according to the Merchant Shipping Act, if he could prove that he was a British subject, the language test would not apply. Consequently the Chinamen were advised to conceal their actual place of birth and give Hongkong instead. Many of those Chinamen had previous service in British ships, and he had taken the trouble of searching their records, and he found that in nearly every case where a Chinaman had given Hongkong in his most recent engagement, on previous engagements the same Chinaman had given quite a different place of birth, and this proved clearly that the Chinamen were with impunity deceiving the Board of Trade. It was necessary that they should have this matter thrashed out, because it was becoming a very serious question, and this kind of thing was being done by shipowners in order to defeat the benefits conferred by the new Merchant Shipping Act. But this raised a much more serious question.

The shipowners who went in for that class of labor knew that if a Chinaman died there was much less responsibility attaching to them than if they employed Europeans. A Chinaman might come out of the stokehole overworked, jump overboard and that was the end of the matter, but if a Britisher did the same thing, the probability was that some friend of his, probably his wife, or some member of his family, would bring forward a claim against the shipowners for compensation. Chinamen were overworked, and he was going to give to the House some figures which he thought would startle even his right honorable friend. Recently they had had a Colonial Shipping Conference, and he wished to show how easy it was for the Board of Trade to make mistakes. At that Conference, in discussing the question of the number of men dying on board ship, he stated that fifteen or twenty men every month committed suicide on board ship. Mr. Norman Hill, the representative of the shipowners, was very much struck with that statement, and Captain Chalmers challenged him on that point. Captain Chalmers said that he had the official returns for the five years, 1901-1906 inclusive, and the total

(Continued on Page 7.)



On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)



LIGNUM SALTJUNKUS.

My earliest recollections of seafaring life are intimately associated with the port of Liverpool. Poor, old Liverpool; one seldom hears of it nowadays. It is now a port shorn of much of its former glory and greatness. Younger and more progressive rivals have taken nearly all the wind out of its sails. Steam has robbed it of its erstwhile picturesqueness and distinctive features as the favorite rendezvous of white-winged clipper-ships. Gone is the spice of the tropics and the trade-winds which once pervaded the atmosphere along its granite-faced water front and ship-ahoyish purlicus; and which lent to it that peculiar air of being a sort of omnium gatherum depot where was stored every kind of merchandise under the sun, brought thither by copper-sheathed, kettle-bowed, stern-galleried, square-rigged argosies from the four quarters of the globe. For in those days Liverpool was the biggest and busiest seaport in the world, the hub of the maritime universe to which, like unto ancient Rome, all roads led—a terra cognita and ultima thule rolled into one, where began and ended all that was of any importance at all to the world's oversea commerce. There the nautical fashions of the day, in sailormen and ships, for the seven seas with their tributary rivers and bays, were as duly decreed and rigorously enforced as are the fashions in ladies' gowns and millinery in Paris.

"Liverpool style" was the style par excellence wherever ships gave battle to wind and wave, or restively strained at their moorings in some harbor. And, because of this, Liverpool was also the Mecca to which every young sailorman who aspired to social distinction amongst his fellow craftsmen made an early pilgrimage. For the edict had gone forth from the arbiters of fore-castle etiquette and conventionalities, that a sailorman who had not spent a deep-water pay-day in "seeing Liverpool" was not entitled to the floor when it came to drawing the long bow about past performances in those fields where "Jack's the lad."

And, in truth, it was a goodly city for a sailorman to gaze upon. Its eight miles of splendidly equipped docks, built of solid masonry—no concrete nonsense about them, gentlemen—were crammed full the year 'round with square-rigged sailing ships flying the flags of every nation that boasted a merchant marine, and of some that didn't. All the rigs and builds known to sailors were represented in that motley collection, from the majestic full-rigger down to the little, saucy-looking hermaphrodite brig. Stately clippers, with lines drawn as fine as those of a blooded racehorse, lay moored alongside of bluff-bowed, square-sterned, double-channeled, figure-headed, tumble home-sided old tubs, with painted ports, that looked like relics from the days when Captain Cook circumnavigated the globe. Such an immense, compact forest of rakish masts and trim yards could not have been found elsewhere on earth. And all the hues of the rainbow were to be seen there, too, in most liberal profusion; for ye ancient mariner of that strenuous era reveled in bright colors. Gorgeously painted capstans, water-

casks, buckets and bucket-racks, bits, mast-coats, spare spars, waterways, rudder-heads, tillers, ringbolts, poopfixtures, and what not, gave to the decks an appearance from a distance which resembled that of flower terraces in full bloom. Utility, that scarecrow specter of the present commercialized age, had not as yet elbowed its way past the artistic and the beautiful, and men everywhere gave freer reins than they do now to the esthetic instinct and love of the bright things in nature which lie dormant in all normal human beings.

For those two banes of old-fashioned seamanship and shipshape style and customs, the modern tramp-steamer and the big, unwieldy, many-sticked schooner had not then yet come into their own. Some steamers there were, of course, but they were relatively few in numbers, and ridiculously puny affairs when compared with the leviathan monsters that churn the briny these days. The White Star and Cunard liners, for instance, averaged rather less than 2,500 tons, and were often hard pressed in a race across the Atlantic by some crack Yankee clipper-ship. At that they sported as many masts and yards, and flung as much canvas to the breeze as an old-time frigate. A few cargo steamers there were, too; but they were mostly little, wheezy, seven-knot tubs, of perhaps four or five hundred tons burden, and the furthest they ventured from home was up the Mediterranean and the Black Sea. The gigantic, globe-girdling, fast tramp steamer of to-day was, in fact, then only dimly foreshadowed. As for schooners, three-masted "hand-pullers" were the limit, and if they registered more than four hundred tons they were spoken of as "monsters," etc. In short, the overwhelming bulk of the world's oversea commerce was still carried in square-rigged sailing vessels, and the able seaman, both numerically and in economic importance, far outclassed the stoker.

To the sailors of that day one of the most interesting landmarks of Liverpool was undoubtedly the old sailors' home in Canning square, just opposite the General Postoffice. It was a somber, quadrangular, six-story stone building, looking more like a warehouse with a dwelling-house bringing-up than anything else. On the ground floor were the Board of Trade offices, the home-superintendent's office, and the main sitting-room for the patrons of the home. Dear, old sailors' home! How well I remember the stuffy little bedrooms; the two giant door-keepers who, ex officio, were also sergeants-at-arms and struck "bells" every half hour, just like on board of a man-o'-war; the venerable-looking, snowy-headed old "boat-swain" who tended the baths; the price-list posted up in the sitting-room which quaintly announced, among other things, that "able seamen with beer" had to pay one shilling more per week for board than ordinary seamen! And what a healthy appetite I used to bring with me to those smoked haddock breakfasts, roast beef and plum pudding dinners, watercress and marmalade 5 o'clock teas, and bread, cheese and beer suppers! I particularly remember that the thinness, yet perfect evenness, with which the bread was buttered used to excite our grudging ad-

miration; it was so evidently the handiwork of a master workman in that line. How it was done was a mystery comparable only to one of those things which no fellow can find out. Current rumor had it that the butter was first melted, and then spread on the bread with a whitewash brush. Like many another hypothesis which is just better than none at all, I give this one here merely to satisfy that morbid craving of the curious-minded for getting next to what's what in everything, be it ever so uninteresting (this means you).

At the rear of the sailors' home there was a small, open space at the point where Paradise and Hanover streets converged. Around this space, and within a radius of a hundred yards or so from it, were located a number of "pubs." and "free-and-easies" known to the sailors of that period the world over. Chief among these resorts were "The Man at the Wheel," "The Lighthouse," "The Malakoff," "The Prussian Eagle," and, last but by no means least, "Dan Lowrey's." On one side of the aforesaid space, too, the abutting corner of the sailors' home had, for some reason unknown to your deponent, been lopped off in such an unsightly manner as to call forth frequent sarcastic comments from unsophisticated young sailors with an eye for architectural beauty. To this the cynical old-timers would usually reply: "Why, you young nincompoop, if they hadn't cut that corner off, 'The Man at the Wheel' couldn't have seen 'The Lighthouse.'" Which brings me back to the "pubs." again.

The most popular of these, by a long margin, was "Dan Lowrey's." Its popularity was nearly altogether due to the personality of the proprietor, who was a veritable British edition of our own famous Mr. Dooley, and one of those born Bonifaces whose customers will walk ten miles to spend their last dollar in the familiar old place. Of Irish extraction, his ready mother-wit, jovial good humor and genial disposition attracted customers to his place like the flame attracts moths. Add to this that he invariably kept good liquors and pretty barmaids in stock, and his popularity is easily accounted for.

In a large hall back of the barroom, Dan had fitted up a stage where, in consideration of free beer and an occasional "bob" or "tanner," young sailors with good voices, or a bent for step-dancing, were nightly induced to amuse the patrons of the place. Here "The White Squall," "The Anchor's Weighed," "Tom Bowline," "The Cumberland's Crew," "The Dreadnought," and other well-known sea-songs of that day were sung and applauded at times with such vim and vigor as to not infrequently call the startled policeman on the beat to the door with an admonition to the "boys" to make less noise. From this it came to pass that whenever a particularly atrocious singer or dancer on board a ship could not be squelched any other way, his shipmates would remark, ironically: "Dan Lowrey don't know that you're about, or he'd surely have engaged you long ago for his 'free-an'-easy.'"

Dan was also the proud possessor of a handsome collection of curios, models of

(Continued on Page 10.)

Domestic and Naval.

President Roosevelt has announced that the battleship fleet will not call at any European port, except Malta or Gibraltar, on its way home.

Commander York Noel, U. S. N., died at the New York Navy Yard on April 23. During the Spanish-American war he was commander of the cruiser Marblehead.

A field of solid pack ice more than 20 miles was reported recently at Louisburg, C. B., with the arrival of the Norwegian steamship Harald, with coal from Philadelphia, Pa.

The North German Lloyd has decided to have some of the slower steamships in its New York service touch at Halifax. This change will be put into operation the middle of next month.

The bark H. G. Johnson, bound from Havana to Brunswick, reported ashore off Cumberland Island, has been abandoned and will be a total loss. Tugs from Brunswick, Ga., rescued the crew of 14 men.

The Immigration Committee reported to the House of Representatives a bill of interest to shipping men. It provides that air space for immigrant passengers shall be increased about 30 per cent.

The American liner St. Paul collided with the British cruiser Gladiator during a snowstorm off the Isle of Wight on April 25. The Gladiator was beached to prevent sinking, and a number of her crew were lost.

The Bureau of Navigation reports that 80 vessels, of 59,316 gross tons, were built in the United States during March. The largest steel steam vessel included in these figures is the John Dunn, Jr., of 6,160 gross tons, built at Toledo, Ohio, for the Toledo Shipbuilding Company.

The Bureau of Navigation reports that 765 sail and steam vessels, of 353,763 gross tons, were built in the United States during the nine months ended March 31. During the corresponding nine months ended March 31, 1907, 679 sail and steam vessels of 280,291 gross tons were built.

The steel derelict destroyer Seneca, building for the United States revenue cutter service, was launched at Newport News, Va., on April 15. The vessel will be completed in July and her mission will be to patrol the North Atlantic Coast and destroy derelicts and other wreckage.

The new North German Lloyd liner Lutzow arrived at New York on April 22 from Bremen on her maiden voyage. The new craft is of 3,815 gross tonnage, 5,135 net register, and has accommodations for 107 first cabin, 103 second, 132 third and 1,292 steerage passengers. She was built in Bremen.

By the provisions of a bill passed by the House of Representatives on April 22 the Act of April 30, 1906, regulating shipping between the United States and the Philippines is repealed, thus removing the inhibition against foreign bottoms engaged in trade between the Philippines and the United States.

An hour after the four-masted schooner Mary Manson Gruener was launched at Bath, Me., on April 15, sails were hoisted and the vessel was on her way to Rockland to load a cargo of ice for Norfolk. The schooner is 175.9 feet long and 715 tons gross, and is commanded by Captain Fred C. Crossley.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

The United States Senate has passed the Perkins' bill granting \$100,000 for a ferry-boat for the Angel Island Immigration Station in San Francisco Bay.

George H. Higbee, formerly President of the Moran Shipbuilding Company, of Seattle, Wash., has been appointed manager of the Pacific Coast Steamship Company, with headquarters at San Francisco.

Beginning May 9 the steamer State of California will go in the regular service between Portland and San Francisco, alternating with the Rose City. She is scheduled to arrive at Portland on May 11.

It is reported here that the British steamer Cacique from Moltondo, March 24, for San Francisco, has been totally destroyed by fire at a point 120 miles from Point Santa Elena. Part of the steamer's crew has been landed at Santa Elena.

The Governors of seven States and two Territories have signed a petition addressed to Secretary of the Navy Metcalf urging that there be maintained permanently on the Pacific a fleet of at least twelve first-class battleships and eight armored cruisers.

While the Canadian Pacific liner Empress of India, which arrived at Victoria, B. C., on April 27, was pitching in a head sea on the 25th, during a strong southeast gale, James Robertson, an able seaman, a resident of Victoria, was swept from the fore-castle head and drowned.

The Alaska Packers' steamers Nushagak and Kvichak sailed from San Francisco on April 30 for the salmon fishing grounds. They are the last of the salmon fleet to leave San Francisco, the rest of the vessels, about fifty in number, having already sailed for the North.

Two of the new wireless telephones are to be installed on this Coast, one at Mare Island and one at Goat Island, otherwise known as the Yer-bua Buena training station, for experimental purposes. If they prove satisfactory they will be installed on all of the vessels of the Pacific fleet.

A. Olsen, a seaman on the British bark Kilmeny, which arrived at San Francisco on April 29 from Antwerp, went insane during the long voyage, and on February 24 jumped overboard from the quarterdeck and was drowned. Olsen was 23 years of age and a native of Norway.

The following vessels were enrolled at the San Francisco Custom-house on April 27: Steamer Richmond, 135 gross tons, John A. Hackley master; barkentine Puako, 1084 gross tons, Adolph C. Petersen master; schooner North Bend, 376 gross tons, Neil Murchison master.

Repairs to the Pacific Coast steamer Spokane are being pushed ahead as fast as possible, but it is unlikely that they will be completed before June 1. The Spokane is having her boilers overhauled and renovated to prepare for the Alaska trade. She is scheduled to leave for the North on June 9.

Representatives of the Grand Trunk Pacific Railway Company of British Columbia were recently in Portland, Or., negotiating with local shipbuilders for the construction of a steamer to operate on the Skeena River. The hull will be shipped north in knockdown form. It is planned to have her ready for service by the middle of the summer.

The steamer Kaga Maru brings news from Hongkong of an arrangement entered into by the Eng Hok Tong Steamship Company, a Chinese concern, registered at Hongkong, for a new trans-Pacific line of steamers to connect South China and Galveston, Tex., by way of the Tehuantepec National Railroad across the isthmus of Tehuantepec from Salina Cruz to Coatzacoalcas (Puerto Mexico).

A movement designed to drive the tramp steamers from San Francisco by reducing rates on flour, their chief article of freight, was started on April 25 at a meeting of all the principal ship-owners of the port. Radical reductions on freight rates on flour and grain for over-sea ports, such as Chinese and Japanese, are to be put in effect immediately on all the principal lines running out of San Francisco.

The Shipowners' Association of the Pacific Coast held its annual meeting at San Francisco on April 15 and selected the following officers: Captain W. H. Marston, president; James Tyson, vice-president; H. L. Stoddard, secretary-treasurer; Captain Robert Dollar, Captain Jacob Jensen, Captain J. C. Esehen, Captain W. G. Tibbitts, Charles H. Higgins, Fred Fenwick and Dr. Joseph Oliver, directors.

Representative Englebright has just learned that, under the resolution he introduced at the last session of Congress calling for a survey of Humboldt Bay, Colonel John M. Biddle has filed a report with the Board of Engineers, in which he recommends that the jetties at the entrance of the Bay be rebuilt and that the North jetty be extended 2000 feet further into the ocean. This work, it is estimated, will cost \$1,500,000.

The latest development in the rate war on the Seattle-Victoria run which started last fall and gradually assumed greater proportions is a boycott of the Canadian Pacific by Seattle merchants. The fight is between the Canadian Pacific boats and those controlled by the Alaska Steamship Company. The Victoria merchants are refraining from shipping on boats owned by the Americans and the latest move on the part of the Seattle merchants is in retaliation.

M. A. Newell & Co., of San Francisco, received advices on April 29 of the safe arrival of the overdue vessels Dagchild and Benjamin F. Packard. The latter ship had been out 110 days from Montevideo, bound for Honolulu, and reached the Island port on April 29. The bark Dagchild was bound from Newcastle, England, for Caldera, and had been 155 days on the voyage. The Benjamin F. Packard was quoted for reinsurance at 10 per cent and the Dagchild at 15 per cent.

The following changes in masters were recorded at the San Francisco Custom-house on April 30: Steamer Mariner, Samuel A. Lefingwell, vice Frank Miller; steamer Magazine, W. D. Nutez, vice William H. Thornley; steamer W. D. Nutez, vice William H. Thornley; steamer Reliance, Edward Johnson, vice Oscar L. Thomsen; schooner Virginia, Albert E. Noe, vice John Thomsen; steamer Restless, O. L. Thomsen, vice John Olsson; steamer Defiance, John Olsson, vice R. B. Seike.

Following is the reinsurance list, as posted at San Francisco on May 1: British ship Falklandbank, 175 days from Port Talbot for Valparaiso, 85 per cent; American ship Bangalore, 192 days from Norfolk for Honolulu, 45 per cent; Bark Adela, 90 days from Tacoma for Valparaiso, 50 per cent; Ship W. F. Babcock, 92 days from Newcastle, Australia, for Vancouver, B. C., 10 per cent; Bark Indian Monarch, 96 days from Montevideo for Sydney, Australia, 20 per cent; Ship Bardowie, 151 days from Lisbon for Acapulco, 10 per cent; Bark Oberon, 87 days from Newcastle, Australia, for Junin, 10 per cent.

At the annual meeting of the Northwestern Commercial Company, held at Seattle, Wash., on April 27, a surplus of cash on hand of over \$400,000 was reported on the past year's business, or dividend of nearly 13 per cent on the company's capitalization. The money was derived by the operations of subsidiary companies, and will be used in extensions and betterments. In addition to other things, it was announced that three new passenger and freight steamships, to cost about \$450,000 each, would be constructed within the next year to ply between Seattle and Cordova on the completion of the Copper River and Northwestern Railroad. These vessels will be built in Seattle yards.

Four deep-sea vessels of the Cape Horn fleet arrived at Honolulu, T. H., close together a few days ago. The American ship Dirigo, Captain Goodwin, arrived 126 days from Baltimore on April 16, and the Russian bark Dundee, 136 days from Leith, the same day. On April 17 the British ship Celtic Monarch, Captain Llewellyn, arrived 148 days from Hamburg. On April 18 the American bark Foohing Suey, Captain Banfield, arrived from New York 143 days out. The Dirigo is not considered a particularly fast vessel and her voyage in 126 days, which is within one day of the time made by the smart ship Astral, is considered most excellent. The Foohing Suey made rather a longer voyage than was expected, and inquiries regarding her were beginning to be made of every vessel which might by possibility have sighted her.

Clothing, Furnishing Goods and Hats are sold at cost for two weeks only at the old store of Wallenstein & Frost, corner Van Ness and Golden Gate avenues. The firm will move down town to 824 Market street, near Stockton, about May 10.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
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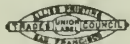
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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 6, 1908.

WELCOME, THE FLEET!

To-day San Francisco welcomes the Atlantic Fleet, upon its arrival within the Golden Gate at the conclusion of a cruise without precedent in the history of the American Navy and with but few, if any, parallels in the naval history of the world.

The people of San Francisco and surrounding country will welcome the Fleet with open arms. Everything that warm-hearted nature can suggest and that ample means can provide will be tendered without stint. From Admiral to landsman, the men of the Fleet will be made to feel that they are once more "at home," in the broadest and deepest sense of that term, that the people, without reference to class or station, are proud of them and wish them a long and enjoyable stay.

To "Fighting Bob," to his gallant officers, to the man behind the gun, to the man behind the shovel, to all hands, forward and aft, above and below the water line, the people extend a heartfelt "Welcome, Thrice Welcome!" to San Francisco Bay.

Amid the rejoicing of the day no more sincere or generous note will be heard than that which rises from the hearts and lips of the organized seamen of the Pacific Coast. The great armada which to-day drops anchor in San Francisco contains for the seaman a significance more or less personal and therefore appealing to his personal pride. Broad as is the distinction, in the eye of the landsman, between the bristling leviathan of war and the ordinary ship of commerce, to the mind of the seaman there exists between these two classes of craft a close connection resembling that of parent and offspring.

The battleship and merchantman of to-day are but divisions, or specializations, of those elements of maritime enterprise which formerly were combined in a single craft. The seamen who man the battleship are "flesh of our flesh" with the seamen who are engaged in the pursuits of commerce. Both spring from the same loins, as it were; both find their work upon the same element. Just as the navy is a development of the mer-

chant service, so the latter remains the cradle of the former, the source from whence the real "sinews of war" must be drawn.

These two branches of the maritime service are inseparable in history and indivisible in fact. The seamen of the Pacific Coast regard the men of the Fleet not merely as so many fellow-citizens with whom they are allied by the ties of kinship and patriotism, but also as so many fellow-craftsmen, joint heirs with them in the long and glorious lineage of the sea. Therefore it is with a pride greater, if possible, than that of other classes, and certainly with a deeper appreciation of the significance of the event, that the seamen of the Pacific Coast join the universal acclaim that to-day greets the Fleet, not only in San Francisco but throughout the United States, and indeed throughout the world.

The arrival of the Fleet in San Francisco marks the end of a cruise which is destined to become historic. All questions of political and international significance aside, the successful termination of the cruise marks the enterprise as worthy an enduring place in naval annals, if only upon technical grounds. Of all who noted the departure of the Fleet from Hampton Roads five months ago, few would have dared to predict the outcome now happily assured. To-day few landsmen, and still fewer seamen, will withhold from the officers and men of the Fleet a generous meed of praise for the skill manifested by them in bringing to anchor, safe and sound, the largest array of ships that has ever sailed a like distance. This achievement renews the pride and confidence of the American people in the traditions of the American Navy and inspires us more deeply with the conviction that any work which the Navy may be called upon to do will be well done.

The occasion affords a double pleasure to the people of San Francisco. In addition to the pleasure of showing honor to the Fleet, the people of San Francisco have something else to show, namely, a city that is, in a sense, the marvel of all time. Two years ago San Francisco lay in ashes, a scene of frightful desolation wrought by the most powerful forces of nature. No pen has yet portrayed nor tongue described, no mind has yet comprehended, the full extent of the havoc wrought during those awful days of April, 1906. The nearest approach to a description of the scene is that afforded by a photograph taken from a balloon, and even that is but a feeble suggestion of the truth. Two years ago he was a bold prophet who predicted that in five years the work of removing the debris would be sufficiently advanced to enable one to survey the outlines of the former city. To-day the debris of 1906 is classed with the other curiosities, to be seen only when looked for. The new city has already risen upon every hand, more beautiful and more enduring by far than was ever dreamed of in the old days.

As she stands to-day, San Francisco typifies the highest achievement of human courage, ingenuity and enterprise, a credit to the genius of the American people and an inspiration to mankind throughout the world.

The spectacle of the mighty Fleet at anchor in the finest harbor on the continent is one that will repay a journey from any distance, one the like of which will not again be witnessed by the present generation, if even by its successors. Combining with

that spectacle the vision, or rather reality, of a great city rising in grace and majesty from the cataclysmic ruins of yesterday, there is presented a scene that challenges the keenest imagination and defies the ultimate power of language. San Francisco, bedecked in festive garb for the first time in many days, welcomes the Fleet with all the warmth of her nature. The JOURNAL, on behalf of the merchant seamen of the Pacific Coast and of the whole country, joins in that welcome and extends to officers and men every good wish that the spirit of our common craftsmanship can suggest.

Long may the Fleet be with us! Long may it honor and defend the glorious flag it flies!

MASSACHUSETTS AGAINST SEAMEN

Note has been made in these columns from time to time of the efforts being made by the International Seamen's Union of America to secure the repeal of the Massachusetts statute prohibiting the enticement of seamen to desert. A measure having that object in view was defeated in the State House of Representatives on April 21. After numerous hearings the Massachusetts Legislature has decided by a vote of 42 to 78 to perpetuate the law which makes it a crime to entice a seaman to "desert." In other words, the American seaman remains a slave so long as he remains in the waters of the Old Bay State.

This condition, remarkable as it is from any point of view, is the more remarkable by reason of the fact that it is in direct opposition to the position assumed by the Federal Government upon the same question. When the Massachusetts statute was enacted it was consistent with Federal law, since the latter at that time prohibited seamen from deserting (i. e., leaving their vessels before the expiry of their contracts). Recently, however, the Federal law has been changed so as to permit the seaman to leave his vessel, thus extending to the latter the rights of personal liberty enjoyed by other classes. The action of the Massachusetts Legislature in refusing to alter the State law in conformity with the Federal law puts that State in the position of denying to the seaman the rights granted him by the Federal Government.

This anomalous situation is due, in part at least, to the ignorance of the legislators concerning the real purport and effect of the proposed legislation. The State solons see in the proposal to free the seaman merely a device to further the crimping industry. So, in order to free the seaman from the crimp, the State is determined to enslave the seaman to the ship! The failure of the bill in the Massachusetts Legislature is to be regretted, but—well, "To-morrow is also a day."

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Remember the Cigarmakers when buying long smokes. Demand the blue label!

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CHINESE ON BRITISH SHIPS.

(Continued from Page 2.)

number of suicides in British ships amongst firemen and trimmers during that period was 152. When Captain Chalmers was asked about disappearances, he said they were put down as supposed suicides, and the number was 159, and that made 311 in five years. He was going to quote from the quinquennial return of the Board of Trade, Table 2, ratings and nationality of seamen. He found from that return that the total number of trimmers and firemen employed on April 4, 1906, in the Mercantile Marine was 46,787, whereas Captain Chalmers said the number was 120,000. If they took away from the 46,787—and he was justified in doing so—the men in the coasting trade, it brought the total down to 39,565 British seamen, foreigners and lascars employed in the foreign trade. The deaths from suicide in the year 1907 amongst firemen and trimmers were seventy-five; one in 527 men committed suicide; deaths from suicide, missing and disappearance were 150; and that worked out that one man in every 263 employed in the stokehole, including Chinamen, lascars and others, committed suicide in one year. The deaths from suicide, missing and disappearance, heatstroke, numbered one in every 217; on shore the deaths from suicide were only one in every 4,000.

That terrible state of things now existed on board ship, and he did not care whether the men affected were lascars or Chinamen, if they were being done to death through overwork, it was the duty of the House of Commons to step in and put the matter right. He thought that explained why a preference was being given to those poor unfortunate men who were not able to speak for themselves. He wanted the Board of Trade, if they were going to enquire, to make a fairly full enquiry into the whole affair. He believed that the Board of Trade had now a good many powers in their hands, and if they would only take into consideration the rating of men, he believed they had very ample powers. The Board of Trade had power to detain any ship as unseaworthy in consequence of being under-manned. If a ship had taken on a crew of Chinamen, none of whom could speak English or produce a scrap of evidence that they were reliable and competent, he submitted that that ship was not seaworthy, and that it was within the power of the Board of Trade to say to the owner: "I will not allow your ship to go to sea, because I do not think she is properly manned." In putting it that way, he was putting it in a reasonable and fair manner. He would be the last to prevent any man entering employment as long as he was competent to do the work and was getting fair conditions. Many of these men did not eat the same class of food as Britishers. It was astonishing how little food these men were provided with.

The following items show how these men are fed. Daily scale of provisions for lascars and other native seamen:

For Home-Trade Ships.

Rice, 1 lb. 12 oz.; dal, 6 oz.; ghee, 2 oz.; chillies, 4 dr.; garlic, 8 dr.; salt, 8 dr.; turmeric, 8 dr.; dry fish, 4 oz.; onions, 8 dr.; water, 1 gallon of 8 pints.

For Foreign-Going Ships.

Rice, 1 lb. 6 oz.; flour, 10 oz.; dal, 6 oz.; ghee, 2 oz.; salt, 8 dr.; curry stuff, 1 oz.; dry fish, 4 oz.; vegetables, 6 oz.; tamarind, 1 oz.; tea, 4 dr.; sugar, 1 oz. 8 dr.; lime-juice, 1 oz.; oil (mustard), 12 dr.; water, six pints daily.

He submitted that that was not sufficient food for the kind of work these poor unfortunate men were called upon to do, and in despair they sometimes jumped overboard. He believed that accounted for the serious number of Chinamen and lascars who died from heat stroke or committed suicide. He hoped the right honorable gentleman, the President of the Board, would promise a full and careful enquiry.

Motion proposed, and question proposed, "That, in the opinion of this House, the conditions under which Chinese seamen are employed on British vessels at ports in the United Kingdom call for an immediate investigation by a Select Committee of this House, with a view to determining whether the provisions of the Merchant Shipping Act, 1906, are sufficient to enable the Board of Trade to prevent abuses arising out of the employment of Chinese in the British Mercantile Marine."—Mr. Fenwick.

Mr. Hudson Kearley's Speech.

The Parliamentary Secretary to the Board of Trade (Mr. Kearley, Devonport): The subject to which my honorable friend the member for Wansbeck calls attention is one of extreme importance, dealing as it does with legislation which has been passed in the last two years by this House, and in a special sense with the administration of it under the responsibility of myself and my right honorable friend so long as we are at the Board of Trade. I desire to associate myself with the compliments paid to my honorable friend on the moderation he displayed in bringing forward this motion and in presenting his case, more especially because I recognize that it deals with subject matter as to which the House may be deemed to be somewhat sensitive. The desirability of the employment of Chinese labor has been combated in this House, and therefore it is very liable to excite prejudice, but my honorable friend was very careful to put his case

before us in a fair and square manner. The motion seeks an investigation into the "conditions under which Chinese seamen are employed on British vessels in the United Kingdom, with a view of determining whether the provisions of the Act of 1906 are sufficient to enable the Board of Trade to prevent abuses arising out of the employment of Chinese in the Mercantile Marine. Since the Act came into force only two months ago we have had representations made to us and certain communications pointing in certain directions, and we have not neglected the warning so given, and long before the notice of this motion was on the paper we had already taken steps to gather information as to what would happen or was likely to happen detrimental to our legislation. I am entitled to put that before the House, because I rather gathered that my honorable friend is under the impression that he was revealing to us to-night much information which we had not before obtained. Under the Merchant Shipping Act of 1906, and also under another Act, the Workmen's Compensation Act of the same year, the position of the seamen in our Mercantile Marine has been enormously improved and great advantages are conferred upon them.

In the first place, the seaman has obtained for the first time the statutory food scale, the enforcement of which gives him a far more liberal and varied dietary than he hitherto secured by voluntary arrangements. In the second place, his housing conditions on board ship have been materially bettered by the increased space allotted to his use, and in the third place, he is, under the Workmen's Compensation Act, protected in case of loss of life or injury. But it has been definitely stated by my honorable friend, the member for Wansbeck, and my honorable friend, the member for Middlesbrough, that these benefits instead of accruing to the advantage of the seaman, have worsened his position in the United Kingdom ports. That raises in a direct form a question of serious importance, and it is this, as to whether the bettering of the conditions of the British sailor contemplated by the recent Acts passed for his benefit, is to be allowed in practice to prejudice him in the eyes of his employers. In view of the importance of this question, I have made personal investigation into the employment of Chinamen in British ships, in British ports, and as I thought it was desirable to endeavor to secure first-hand information, I thought I could not do better than interview the various Marine Superintendents who supervise the employment and engagement of crews at London and the principal outports. It appears for the last two or three years there has undoubtedly been a growth in the employment of Chinamen in British ships in our own ports, and there is a general consensus of opinion among the Marine Superintendents that recent legislation is likely to accelerate it.

I do not put it higher than that, but as to the tendency, I have figures supplied to me by the Marine Superintendents, and I will first of all give a summary of those given to me by the Marine Superintendents of the three leading marine offices in London, situated at Poplar, and the Victoria Docks where Chinamen are most likely to sign on. These figures include other Asiatics, but the majority of the men are Chinamen. In 1905, 448 Chinese seamen signed on. In 1907, they had increased to 1,211, and from January 1 to February 22, which represents about the seventh part of this year, there were 256 signed on. I multiply that by seven and estimate the total quantity for the year, which works out at 1,792. So much for London. I have also the figures for the leading outports, viz., Glasgow, Liverpool, Cardiff, Barry and Newport. In 1905, in the outports, the number of Asiatics engaged was 1,424; in 1907, the number had grown to 3,173, and for that period of this year which I have referred to the number was 544, giving 3,808 as the total for the year if multiplied by seven. Summarizing the results, we have 1,872 signing on in 1905 in the same ports, 4,384 in 1907, and, on the commutation I have used, 5,600 this year. That is a serious figure. My honorable friend has been perfectly frank in saying they do not wish to interfere in any way with the employment of Chinamen or other Asiatics abroad, in their legitimate sphere. They are directing attention in a forcible way to the increase of employment of the Chinaman in the United Kingdom. What is the explanation of these figures? My honorable friend says that the explanation is to be found in the fact that those who employ Chinamen hope to escape the liabilities and obligations of that beneficial legislation we passed two years ago, and to which I have made reference in detail. I suppose they expect to save money. They certainly do so, because in no part of the United Kingdom is the Chinaman receiving the same wage as that paid to the British or European sailor serving on the same ship. I do not think too much stress can be laid on the admission of my two honorable friends that they do not in any way wish to interfere with the employment of Asiatics in their proper sphere. I am bound to point out that it is no part of British policy to prohibit the employment of foreigners, as such, in the mercantile marine. That point has been emphasized by my honorable friend, but he pointed out that, in the interests of safety, the Act of 1906 prohibited the engagement at ports within home trade limits of foreign seamen with insufficient knowledge of English. He referred to the speech of my honorable friend when he introduced the bill, and

(Continued on Page 11.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 4, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping medium. Nominations were made for officers for the ensuing term.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, April 25, 1908.

No meeting; no quorum. Shipping fair.
A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, April 27, 1908.

Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, April 27, 1908.

Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, April 26, 1908.

Shipping slack; prospects uncertain.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, April 27, 1908.

Shipping and prospects good.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, April 27, 1908.

Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, April 26, 1908.

No meeting; no quorum. Shipping fair; prospects uncertain.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, April 27, 1908.

Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, April 20, 1908.

Shipping dull; quite a few men ashore.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 30, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping good.

EUGENE STEIDLE, Secretary.

51 Steuart St.

Seattle Agency, April 23, 1908.

Shipping dull; plenty of men ashore.
LEONARD NORKGAUER, Agent.

San Pedro Agency, April 23, 1908.

No meeting; shipping fair.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, April 27, 1908.
Situation quiet; a few boats have started out with a full union crew, paying last year's schedule.
ALEX. McKECHNIE, Acting Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., April 28, 1908.
Shipping slow.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., April 22, 1908.
Shipping still slow; prospects good.
DANIEL SULLIVAN, Secretary.

DIED.

Bernhard Johnson, No. 946, a native of Sweden, aged 39, died on the steamer Nan Smith, at San Francisco, Cal., on April 29, 1908.
Anton Olsen, No. 212, a native of Norway, aged 41, died at San Francisco, Cal., on May 3, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



MEETING WITH LUMBER CARRIERS

On April 23, at Detroit, the wage-agreement committee elected by the Lake Seamen's Union met with the executive committee of the Lumber Carriers' Association, and remained in session until about 8 p. m., when the committee from the Marine Firemen met them, and were followed in turn by the committee from the Marine Cooks.

In many respects it was a remarkable meeting, chiefly in that there never was a chance of an agreement, since it was clearly shown that no sense of fairness or of the much-vaunted good feeling existed in the minds of our employers. We asked for the 1907 scale and conditions. We were handed what the Lumber Carriers called a "counter proposition," in which Article II, Article VII, Article VIII, Article IX and Article X of the conditions and Article II of the wage scale had been left out. Article IX of the conditions, compelling clean and sanitary sleeping quarters, was substituted by an article agreeing to furnish "good mattress and springs where practicable." Article VIII, as you know, is the watch-and-watch and overtime clause. Article X is the clause prohibiting unnecessary Sunday work. Article VII is the clause providing for fitting-out wages. Article II of conditions is the manning scale. Article II of the wage scale is the clause preventing lay-off.

Now if your committee were willing to sign an agreement allowing the Lumber Carriers to work you night and day, Sundays and holidays, with as few men in the crew as they wanted, to lay you off when and where they pleased, pay you \$45 to October and \$50 to close of season, with no watch-and-watch and no overtime, we could have made an agreement.

If the Firemen had been willing to take a cut of \$5 per month, they could have made an agreement. If the Cooks had been willing to stand an 8 per cent cut, they might have made an agreement; but we could not see our way clear to deliver the comrades, bound and gagged, to any such proposals as these, so we went home.

W. H. JENKINS.

OPENING AT SOO WILL BE LATE.

Ice conditions at the Soo at this date are still very unfavorable for an early opening of the navigation season. A few warm days last week softened the upper crust of snow ice and melted it to allow it to go through, but another cold wave has tightened it up again.

Ice in the river averages about fifteen inches thick. It will take two weeks of most favorable weather before the ice will loosen up. It will probably be the first of May before boats will be able to make passage without extra effort. Water at Detroit is up as far as Pipe Island light.

The steamer Samoa has been sold at United States marshal's sale, bringing \$3,675. She was bid in by Attorney Fred C. Harvey, of Detroit, who is believed to be acting for Henry Wineman, Jr., who is a friend of Teagan Brothers, former owners of the boat.

BREAKWATER AT LUDINGTON.

Work on Ludington's new \$600,000 breakwater, to be constructed by Schnorbach & Greeling, began on April 27. J. N. Anderson, of Green Bay, will have charge of the timber work. Bennett & Schnorbach's tug J. W. Bennett is expected to arrive the last of the week from Green Bay with the company's dredge and pile drivers.

The outer harbor will consist of two arms, each forming an angle of about 45 degrees with the shore. The specifications for the north arm of the breakwater call for 18 cribs, 100 feet long and 30 feet wide, the depth varying from 24½ to 16½ feet at the shore end. The south arm will consist of 20 cribs of the same length and breadth as those in the north arm but of a depth varying from 26½ to 18½ feet. The cribs will be filled with 50 to 100-pound rubble boulders and will be decked with 6x12 planking.

Each crib will rest on a cluster of 84 piles, 21 in each of the four rows. The piles are from 50 to 70 feet long, the longest posts going under the outer crib. Stones will be packed in around the piles to make solid the foundation.

The specifications call for 9,000,000 feet of timber for the crib work, 135,000 tons of stone and over 360,000 tons of iron, including rivets, bolts and spikes. In timber construction work alone a crew of 50 men will be employed. Many more will be busy on the dredges, pile drivers and at work sharpening the timbers. The lowest wage paid laborers on the timber work will be \$2.50 per day. Much of the material is already on hand.

NEW BOAT'S "SWELL" CREW.

The new steamer John A. McGean, of the Hutchinson fleet, on her initial trip from Lorain to the port of Cleveland recently was handled almost entirely by masters and vessel agents. Captain Charles Benham, who brought out the new ship, was in command; Captain Samuel Massey and Admiral C. L. Hutchinson, managing owner, were the mates; Captain John Logan and Captain Emil Detlef were the wheelmen; Captain William Benham ran the mooring machines, while Frank Le Marche, superintendent of the Lorain shipyards; George M. Steinbrenner, of the Kinsman Transportation Company; Attorney Trinter and several other distinguished gentlemen worked before the mast.

The McGean behaved splendidly on the trip. She made nineteen miles in one hour and twenty minutes. She is now loaded with coal and has her complete outfit installed and ready to start up the Lakes when ordered to do so.

Major Charles Keller, of Detroit, United States survey engineer, has returned from Washington, where he appeared before the Congressional committee. An appropriation of \$125,000 is desired for Lake survey work. Major Keller was given the aid of President Livingstone of the Lake Carriers, who also was in Washington at the time.

Demand the union label on all products.

HANNA APPOINTMENTS.

John S. Ashley, of M. A. Hanna & Co., has announced the following appointments of masters for the Hanna fleet for the season of 1908:

Steamer E. Y. Townsend, Captain E. Sullivan.

Steamer Daniel J. Morrell, Captain P. L. Millen.

Steamer L. C. Hanna, Captain M. Anderson.

Steamer Powell Stackhouse, Captain William Megarvey.

Steamer W. F. Fitch, Captain B. W. Landfair.

Steamer George A. Flagg, Captain A. McArthur.

Steamer R. S. Warner, Captain D. L. Hesner.

Steamer Republic, Captain W. A. Black.

Schooner A. Maitland, Captain William Langell.

Schooner S. D. Warriner, Captain George S. Brock.

Schooner A. W. Thompson, Captain F. C. Hart.

Three of the chief engineers of the Hanna fleet signed individual contracts and the others are expected to get in line shortly.

FIRST MISHAP OF 1908.

The steamer Robert C. Went, loaded with salt from Manistee, struck bottom in the mouth of the harbor at Michigan City. In the trough of the heavy sea her steering gear was broken and she crashed into the pier, breaking several stanchions and damaging the pier to a considerable extent. She lost one hundred barrels of salt by the accident and it was only by a narrow margin that she missed landing on the beach and going to destruction.

As illustrating the difference in marine conditions this year and last, it is interesting to recall that at this time last year nearly 65,000 tons of coal had been delivered on Milwaukee docks by boat. Of this total, 42,000 tons was hard coal and the remainder was of the bituminous variety. So far this season not a single pound of coal, or any other bulk freight, has been brought to Milwaukee by boat.

The first cargo of coal received at Milwaukee last year was on April 11, when the Mary C. Elphicke arrived from Buffalo with 7,173 tons of anthracite. On the following day, April 12, there were eight arrivals, all coal. They were the C. S. Hebard with 9,300 tons of soft coal, the W. E. Fitzgerald with 7,000 tons of soft coal, the H. S. Wilkinson with 6,000 tons of the same, and the F. L. Robbins, the G. J. Grammer, the J. P. Walsh, the Capt. Thomas Wilson and the F. T. Hefferfinger, all bringing hard coal. The largest cargo that came in that day was brought by the J. P. Walsh, which had 8,700 tons of hard coal on board.

This year, up to date, not a single boat has passed through the Straits—which illustrates the difference in conditions.

SEAMEN ON THE COASTS, STAY AWAY FROM THE LAKES THIS YEAR.

ELECTRIC NAME SIGNS.

The new steamer Thomas Barlum when she comes out this season will be one of the most talked-of ships on the Lakes. Big electric name signs on both sides of her bow will attract much attention and prove a unique innovation. She is the first boat on the Lakes to adopt electric name signs.

In addition to the usual lettering on the steamer's forward bulwarks, on the spar deck a box thirteen feet long, more than a foot high, and about eight or ten inches across, has been constructed on each side of the boat. In these boxes are set letters spelling the name, "Thos. Barlum." These letters are a foot high, and in the two signs are 160 lights. The lights show from the side only, and before they were installed the steamboat inspectors were consulted.

Marine reporters will appreciate the electric devices, particularly those at the Straits of Mackinac, where it is very difficult at night, under some conditions, to make out the identity of a passing vessel. Passengers who may be seeking the Barlum at night in a strange port well filled with other ships also will find the unique signs an aid when inquiring the whereabouts of their boat.

The new coarse freighter Wm. Livingstone was launched at the Ecorse yards of American Shipbuilding Company on April 25. The Livingstone was built for the Mutual Steamship Company, of Duluth, of which G. Ashley Tomlinson is manager. She is 557 feet long and will carry about 10,500 tons. Captain D. P. Craine, of Milwaukee, will bring her out.

The first launching of the season occurred at Superior yards the same day, when the new steamer Rufus P. Ranney was dropped into the water. The Ranney is building for the Triton Steamship Company and will be managed by J. R. Davock & Co., of Cleveland. The steamer is 440 feet over all, 420 feet keel, 52 feet beam and 28 feet deep. Her hatches will be 12 feet fore and aft, spaced 24 feet centers. The new boat, which will have a carrying capacity of 7,500 tons, will be equipped with triple expansion engines and Scotch boilers.

An odd feature of this is, there are already on the Lakes a steamer Wm. Livingstone and a steamer Rufus P. Ranney. The latter was built at Cleveland in 1881, is 247.6 feet long, 36.1-3 feet beam and 20.3 feet deep. She was christened for the grandfather of the present Rufus P. Ranney. The old Wm. Livingstone was christened for the President of the Lake Carriers' Association, as was the new vessel.

There is a vast difference between the two seasons; last year we signed agreements with the Lake Carriers on April 13, and with the Lumber Carriers on the 17th of the same month. This year one of the associations has declared for "Open Shop"; the other offers only such conditions that no self-respecting man could accept. Freights are not moving, and very little work is being done. The line boats have started and will tend to relieve a little of the pressure, but on the whole the outlook could not well be worse.

The Canadian steamers City of Montreal and Winona passed Sault Ste. Marie, up-bound, on April 24, just a year to a day from the opening of 1907.

MARINE ITEMS.

Edgar Hough, of Chicago, last year mate on the steamer John B. Cowle, has been appointed master of the steamer Parks Foster, succeeding the late Captain Isbester.

All delegates will be barred off the Lake Carriers' Association vessels this year. All good union men will make it a point to insist upon his partner being in good standing. Go to the hall and pay your dues. Report each trip to some delegate.

The new steamer Rufus P. Ranney, being built at the Superior yards of the American Shipbuilding Company for the Triton Steamship Company, was launched on April 25. She is 440 feet in length. She will be managed by J. R. Davock & Co.

The names and addresses of the crew of the Pittsburg Steamship Company's steamer Rensselaer, September 14, 1907 at Marquette, are wanted. Any one being a member of that crew, please notify Wm. Penje, 143 West Madison street, Chicago, at once.

The steamer Missouri, of the Northern Michigan Transportation line, arrived at the Chicago docks on April 15 from winter quarters. On the following day she started on her first trip, touching points in Northern Michigan as far north as Cheboygan, and opening up the passenger traffic of that section of the Lakes.

Captain Harris W. Baker, the noted wrecker, is at work on a difficult job under the islands near Sandusky. He is attempting to raise the dredge that turned turtle and went to the bottom there last fall. Baker has a wonderful good record as a wrecker. He has had much success with some very difficult jobs.

The Port Huron & Duluth Steamship Company has sold the package freighter New York to Captain Humphreys, of Detroit. The New York was badly damaged by fire at Algonac during the winter. Captain Humphreys has had her towed to Marine City, where her cabin will be taken off and she will be cut down into a lumber and coal carrier.

C. O. Jenkins, manager of the Jenkins Steamship Company, recently announced the following appointments for the coming season: The steamer C. O. Jenkins, Captain William Smith; steamer Sir Thomas Shaughnessy, Captain R. Burns; steamer James P. Walsh, Captain James Doner; steamer F. B. Squire, Captain George Burnham; steamer W. H. Mack, Captain George Johnson.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.

TONAWANDA.

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johansson, Carl
Anderson, Oskar	Johnsen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johansen, Martin
Anderson, Adrian	Jensen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentzen, Albert	Kazlaski, Michael
Bentson, Abraham	Karlson, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Lelesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larson, C. E.
Bentete, William A.	Laven, William
Burgess, James	Leinstad, Olof
Breman, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Molseberg, Otto
Couger, Joseph	McCall, Patt
Cowan, Maurice C.	McDonald, Murdock
Churbuck, E. W.	McGuire, O. T.
Carlson, Chas.	McIntire, John
Callahan, T. C.	McLeod, Thomas
Cockran, James	McMullen, Robert
Coleman, Arthur	Nilsen, Nils B.
Cook, Henry	Ommendsen, Tollak
Christensen, Chas.	Olsen, John B.
Christensen, Loftis	Olsen, Karl Jeohan
Challanach, Ralph	Olsen, Fritzof
Donaldson, A. E.	Olsen, Johan
Duecks, Louis	Osterdahl, H. B.
Engelsen, T. M.	Org, A.
Evensen, Harry	Olsen, John L.
Frantz, Ross	Pedersen, N. A.
Green, J. S.	Peterson, A.
Gullgren, Peter	Pedersen, A. H.
Heuter, Robert	Pederson, Pete
Hansen, Einar	Parker, John E.
Hanson, P.	Peiterson, Albrecht
Hansen, Karl Otto	Raeskala, Oskar
Hansen, Amund	Rowland, Chas. W.
Hansen, Geo.	Rollo, Nelson
Hanson, A.	Ringer, Clarence
Hansen, Martin	Raukin, Joe W.
Hansen, A.	Riley, John
Hansen, Harry	Sheldon, H. S.
Hansen, Thorgrin	Sullivan, S. T.
Halverson, Sewald	Sutton, Charles
Hampton, S.	Larsen, Durk
Heeley, Edward	Stakes, Edward J.
Higgins, Stephen	Snakness, Edd
Isaksen, Edward	Steels, John
Johnson, Oscar	Segulia, Matthew
Johansen, Herman	Stalls, William
Jensen, John	Young, James
Jeferesen, George	Watters, Frank
Johansen, Einar	Williamson, J.
Jacobson, John	Wilson, James

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
PT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.107 East Third Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.9142 Mackinaw Avenue
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

LIGNUM SALTJUNKUS.

(Continued from Page 3.)

ships, stuffed birds and fishes, etc., presented to him by his seafaring admirers. This collection—but, goodness me, if I keep on prosing this way I'll never come to the nub of my story, which, as its caption partly intimates, is mainly about a piece of saltjunk. Give an old sailor line enough when he is spinning a yarn, and he'll tell you all about long rivers and short tacks, big ropes and small blocks, rummy skippers and bucko mates, and such things, until you'll begin to feel quite sure that the author of "A Pasha of Many Tales" was not the only good raconteur of sea-stories that ever lived. So stop paying out line, mates, and I'll dish you up the piece de resistance of this rambling monograph of a yarn. It runs somewhat thusly:

Jim Ryder, an American, and a whilom shipmate of mine, once made a voyage before the mast to the East Indies and back to Liverpool in the British ship *Desdemona*. One forenoon on the passage home, in Jim's watch below, the ship lay becalmed somewhere in the Indian Ocean, with the fierce rays of a tropical sun blazing down on her decks. At seven bells, lemon-pelter style, the watch below was called for dinner. The ordinary seaman went around to the galley and got the two mess-kids, one containing the duff, and the other the day's allowance of salt-horse, and brought them into the fore-castle, where he unceremoniously dumped them down on the deck with a frown on his face which plainly indicated that he had seen better—dinners. In the meantime the watch had turned out and were sitting around the fore-castle in various listless attitudes, sleepily blinking and trying to collect their drowsy senses, which the short, unrefreshing sleep of an hour or two had not served to clarify to any appreciable extent. The day was oppressively hot and sultry. The air inside was stifling, and laden with the offensive stench from the saltjunk in the mess-kid, mingled with the pungent odor of melting tar from the seams in the deck outside the fore-castle. Breakfast had been disposed of less than three hours before, and no one had any appetite even for good victuals, let alone for the steaming, nauseating mess in front of them. And so, by a common impulse, seemingly, all hands came to the conclusion somehow that a "soldier's dinner," i. e., a smoke and a drink of water, would just about fill the bill for the time being. This action on their part may be the better understood, perhaps, when it is known that the salt-beef served out to sailors on British and American ships at that time was the worst of the kind that the market held. It was usually in a superannuated, semi-putrid condition, stringier and coarser in texture than any known wood, without a particle of fat adhering to it, and, when it left the cook's coppers, resembling nothing so much as par-boiled mahogany. In fact, that was a current nickname for it among sailors, and I am firmly of the opinion that its use as an article of diet was mainly responsible for the marked prevalence of scurvy afloat in those days.

As Jim sat there on his chest, moodily puffing away at his short clay pipe and vacantly staring at the mess-kids, a sudden inspiration seemed to seize him. Going over to wards the mess-kids he picked up the

chunk of salthorse, carried it out on deck, and triced it up with a piece of spunyarn to one of the jib-guys. There it was left to bake in the broiling sun for over a month until it was as hard as a piece of rock. Then, one day, Jim took it into the fore-castle and, with a small saw borrowed from the carpenter, fashioned it into a four-inch cube. Next he scraped and sandpapered it till it was as smooth as glass. Finally he gave the cube two coats of fine copal varnish, after which it presented every appearance of being a specimen of some strange, outlandish wood, beautifully grained, and of unusually firm, though light growth.

In due course of time the *Desdemona* arrived in Liverpool. That evening, after she had been docked and the crew discharged, a bunch of them, including Jim Ryder, dropped into "Dan Lowrey's." When the first round of drinks had been disposed of and the second ordered, and the conversation had become general, Jim sidled up to Dan.

"Here, Dan," he said, pulling the cube of saltyjunk out from his coat-pocket, "is a nice curio I have brought you from the East Indies. What do you think of it?"

"Huh," replied Dan, after eyeing the thing dubiously for a minute or so, "I don't think much of it. Why, it's only a piece of wood of some kind."

But a mischievous twinkle came into his eyes when he was told what it really was.

"My! but won't I fool some of these smart-aleck carpenters with this," he said, gleefully rubbing his hands in anticipation of the fun in prospect.

And after that, whenever a ship-carpenter blew into Dan's place, Dan would pull that cube out from behind the bar.

"Say, Chips," he would begin, "I have a piece of a rare wood here that a friend of mine brought me from the East Indies, and I'll bet you the drinks for the house that you can't tell what kind of wood it is."

Now, men in general, and sea-faring men in particular, are loth to confess their ignorance of anything pertaining to their respective crafts, or rightly coming within the province of their professional ken. And so every "Chips" who was thus challenged by Dan was quite sure that he had seen or handled "the same, identical kind of wood" before. As it was a case of paying for the drinks, they would invariably supply the cube of strange "wood" with an outlandish kind of name, and stoutly swear to its correctness. Their chagrin may be easier imagined than described when they were enlightened as to the real substance the cube was composed of.

But one fine day the boys put up a job on Dan. Drinks were few and far between, with no homeward-bounders in sight to set 'em up. So the boys went over to the sailor's home and entered into a conspiracy with a fellow to palm himself off on Dan as a carpenter. By and by, while the rest of the conspirators were expectantly seated about Dan's place, the bogus carpenter entered and ordered a hot Scotch.

"Hello, Chips," one of the fellows exclaimed; "when did you come in?"

"Last night. Five months coming from Hakodate, and never wet my whistle once during the trip."

At this Dan pricked up his ears. Out came the cube of salt beef, and the usual challenge of paying for the drinks for the house was hurled at the stranger.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.**Headquarters:**

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Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's JournalCan be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the**FEDERATED SEAMEN'S UNION OF AUSTRALASIA**
29 ERSKINE STREET, SYDNEY, N. S. W.

"Done," replied the latter. Casting a cursory glance at the cube, he said, with well-simulated surprise:

"Why, bless me 'cart, that's lignum saltjunkus."

"Eh, what?" cried Dan, with a non-plused air.

"Lignum saltjunkus," the fellow repeated. "I've eaten tons of it in my time."

Then Dan, seeing the grinning faces about him, smelt a rat.

"Stung," he said, sententiously; "lignum—what are you all going to drink?"

EL TUERTO.

It is reported here that the Swiss Immigration Society of Zurich will in the near future send a delegation of investigators to the State of Panama, Brazil, with the purpose of studying the country as to its adaptability for the establishment of extensive dairy farms to be operated according to approved Swiss methods. The Swiss organization has already requested information from the government of the State as to inducements that would be offered to a large colony of immigrants from Switzerland.

Demand the union label on all products.

CHINESE ON BRITISH SHIPS.

(Continued from Page 7.)

when he quoted cases in justification of that section, and as illustrations of the sort of things we sought to legislate against, cases almost identical with the Huddersfield case referred to by my honorable friend. The language test does not apply to any British subject or any inhabitant of any British Protectorate, nor to lascars; and although we have only had two months' experience of the working of this section, there are indications to show that these exemptions are being used by Chinamen in such a way that they are, in effect, defeating the very objects we had in view when the section was passed. My honorable friends pointed out—and I am bound to agree with them in the main—that practically every Chinaman signing on in home ports declares himself to come from Hongkong or Singapore, and so claims the benefit afforded to any British subject. We are not surprised, knowing he is a wily customer, that all documentary evidence that might be offered to show that he is not what he claims to be has disappeared, so that there is really no definite record of his nationality. Not very long ago the Marine Superintendent either at Barry or Cardiff refused to admit some Chinamen as British subjects, and gave them the benefit of the section unless they proved their nationality.

They immediately trooped into the town and came back armed with statutory declarations. That gives an idea of the direction in which this language test is being abused. I have another figure that I glean from Poplar. It illustrates the position more vividly. Therefore, the records of the places whence they came are probably more or less accurately supplied. There were shipped from Poplar last year 590 Chinamen, of whom only 190 claimed to have been born at Hongkong or Singapore. This year already, out of the 192 that have been shipped, 162, or 94 per cent, declared that Hongkong or Singapore was their place of birth. So I do not think it is a matter that requires very much arguing to show that the wily Chinaman has detected the weak spot in our armor and is utilizing it to his own special advantage. Before I say what we are prepared to do, perhaps I ought to deal with some of the special points that have been referred to. My honorable friend referred to the illegal supply of seamen—to crimping—and wanted to know whether a particular man with a Chinese name was licensed to supply them. Of course, he was not licensed. We know what is going on, but our difficulty at the moment is to get sufficient evidence to bring about a prosecution. But last year we were successful in Cardiff in prosecuting one of these Chinese boarding-masters for procuring seamen not being licensed, and I assure the honorable member that the man whose letter we have had read to us will not escape our attention if we can get the necessary evidence. The penalty is £20 for each man illegally supplied. I am familiar with the agreement to which the honorable member has referred. It was signed as long ago as May of last year. The question is as to whether an illegality has been committed. By Section 114 of the Act of 1894, any stipulation may be inserted in an agreement if agreed to by the parties concerned, always provided it is not contrary to the law. The whole point is a legal one and the matter has been communicated to our solicitor, and his opinion has been invited. I hope to get his definite reply very shortly, and if I find that an agreement of this kind is illegal, we shall know exactly what to do to prevent its occurrence. But I do not hesitate to stigmatize the agreement as most harsh and unconscionable, one quite unusual, and one that no decent shipowner would attempt to support or back up in any way. I think my honorable friend went out of his way to make observations about shipowners that he was certainly not entitled to make. There may be shipowners who do things they ought not to do, but when the honorable member spoke of them as being among the worst employers to be found anywhere, I think, if I may say so, that is a statement that ought not to be made.

Mr. Havelock Wilson: I think my honorable friend did not catch what I said. I said that many shipowners were all that could be desired, but that a large number of them were the most unscrupulous employers I know in the country. I stand by that statement absolutely.

Mr. Kearley: I can say on the part of the Board of Trade, in connection with the Merchant Shipping Bill, that the department has had from time to time to consult the shipowners on many questions which tended against their pockets and in the direction of the interests of the class which the honorable member represents.

The experience of the department leads me to say that a more upright and honorable body of men willing and anxious to do their best to improve the lot of those whom they employ can not be found than the shipowners. That does not prevent the honorable member or the Board of Trade from saying it has come to our notice that there are certain shipowners who must not be taken as a type; but these are individuals for whom we can have no particular regard when they act contrary to the practice of the best shipowners. My honorable friend has referred to Chinamen engaging without producing their discharge book. But there is no legal obligation on the part of these men to produce their discharge book. A master is compelled to give a seaman a

certificate or discharge book, so that he may have a record in seeking further employment, at the end of his voyage, but there is no obligation on the part of the seaman when he goes to seek employment to produce the book. I am not quite sure, even assuming we had the power, which we have not, to impose the obligation on every seaman to produce his discharge book, that we should carry the honorable member for Middlesbrough with us.

Mr. Havelock Wilson: That is what I have been pleading for for years.

Mr. Kearley: I do the honorable member an injustice. I thought possibly at times he might find it work hardship, but I make no more of that. The argument has been used that a man who signs on without being called upon to produce his discharge book gives no evidence of his competency. The honorable member knows that a master is bound to engage a competent number of deck hands. Does the honorable member deny that? They are the Board of Trade orders, and no marine superintendent would dare to allow a ship to go to sea unless there is a sufficient number of competent deck hands on board. If this condition is not satisfied there is a remedy provided in an appeal to the surveyor, and the department is certainly not lacking in the power to see that ships go to sea properly manned, and ships can be detained until the crew is made up to a competent strength. The Board of Trade are doing that. Not long ago a ship wanted to go away with only five deck hands, the minimum number being six. The superintendent pointed out that under such circumstances it would be an unseaworthy ship, and the master engaged another man. It turned out that the additional man engaged had never been to sea before, and the matter was again reported, and that ship was not allowed to go to sea until another efficient man had been substituted. I know that the honorable member is an advocate of a manning scale, and he wants to have on board so many A.B.'s. The honorable member has put forward the recommendations of a previous Committee, but there was no unanimity about that report, and no two members of that committee agreed to the same thing. The honorable member is at this moment a member of an Advisory Committee on the subject of manning, and he can fight the question out there. As to the course which the Government proposed to follow, we do not desire the select committee which we are invited to appoint, because we have a better alternative. It would be impossible for a select committee to report in less than two years; and the Board of Trade are unwilling to transfer to other shoulders their responsibility for administering this Act—a responsibility which they are perfectly competent to discharge. With a fairly full knowledge of what has happened and of what the tendency undoubtedly is, the board will investigate this matter in order to check and nip in the bud the abuses that threaten to defeat the object of legislation. One thing the board is determined to do at once, and that is that, when Chinamen in the United Kingdom ports claim as British subjects an exemption from the language test, the title to exemption will have to be proved.

Mr. John Ward: What sort of proof?

Mr. Kearley: I expected that question. I know there will be some difficulty. At present there is no system of registration of birth in China, but we have our Consular officers in China, and we have our own marine superintendents in Hongkong, and I do not think it is beyond the wit of the Board of Trade to bring into existence some system of identification which will provide a check. We have determined to act in that matter straight away. As to the food scale for Indian lascars, the Board of Trade has been in communication with the Indian Government, and we are awaiting their reply. Criticism has been mainly addressed to the food scale which is not a statutory one, that which is provided for Chinamen. As to that, the Board of Trade are instructing their marine superintendents to watch most carefully the food scale inserted in articles of agreement where Chinese are employed, particularly in respect of its adequacy. I think I have dealt with all the points raised, and I have endeavored to do so in a frank way. I would ask my honorable friend to persist in his motion for the appointment of a select committee, because I feel confident—and I say this in the interest of the seamen—that the Board of Trade will be able to deal with this matter satisfactorily. It will be investigated at once, and we shall take good care, as is only fair, that all the interests concerned will have an opportunity of being heard. It is in that spirit that we shall try to bring the matter to a satisfactory conclusion.

Mr. John Ward's Speech.

Mr. John Ward (Stoke-on-Trent) said the honorable member for the East Toxteth Division of Liverpool had addressed the House as he usually did, in the interest of the shipowners, on occasions like this, but he utterly failed to deal with the points raised by his honorable friend the member for Middlesbrough. He absolutely avoided the question of the language test, and he jumbled the figures which had been quoted in support of the motion. Before the motion was withdrawn it was necessary to make clear that the figures supplied by the Board of Trade amply justified the contention of his honorable friend the member for Middlesbrough. He did not un-

derstand his honorable friend to include all shipowners in the category to which his remarks referred any more than he understood the honorable member opposite when he referred to the drunken habits of sailors to ask the House to take it for granted that there was not a sober British sailor. It had been stated in the course of the discussion that the British seaman was a man who usually took his trade union with him, and that he usually wanted as good a food scale as he could possibly secure. The suggestion of his honorable friend the member for Middlesbrough was that that being the case, the British seaman was gradually being ousted from the Mercantile Marine. It had also been stated that the shipowners, having tried Scandinavian seamen, and having found that they tried to approximate to the wages and conditions of British seamen, they were gradually dispensing with British seamen, and turning out European sailors generally, for the purpose of taking on a more docile and less remunerated class of labor, so far as the manning of the ships was concerned. The honorable member for the East Toxteth Division had not met that case. The figures with respect to Scandinavian labor on board British ships showed that in 1901 there were 3,385 Norwegians, and in 1906, 3,449, or an increase of only 64. In 1901 there were 1,492 Danish seamen on board British ships, and in 1906 the number had decreased to 1,453. The Asiatics employed on British ships had increased from 4,164 in 1891 to 11,644, as appeared from the recent returns of the Board of Trade. These figures clearly showed that not only British seamen, but other European seamen were gradually being ousted from the Mercantile Marine, and that their places were being taken by the more docile Asiatics who would work under the most slavish conditions. The honorable member for the East Toxteth Division had not contended that the Board of Trade figures were incorrect. The figures showed clearly that the tendency was to dispense with the labor of British seamen and to replace it by Asiatic labor remunerated on a different scale. He hoped shipowners would never try to approximate the food scale of the British sailors to that of the Asiatics. He was not prepared to assent to British workmen, either in the Mercantile Marine, or any other trade, being reduced to the conditions which it was possible to impose on Asiatics. It was morally certain that if such a danger arose, the change would be strenuously resisted, and that organized labor would fight before it submitted to worse conditions than prevailed in European countries to-day. Two years ago Parliament passed certain industrial legislation. Much had been done of late years in connection with industrial legislation. The Mercantile Marine had been brought under the Compensation for Injury law, and a series of reforms had been introduced in the Mercantile Marine Amendment Act. He had been delighted to hear the honorable member for Toxteth state that he refused to employ Chinamen in his fleet on principle.

Mr. Houston: Or any foreigners, if I can avoid it.

Mr. John Ward said he was still more delighted to hear that from the honorable gentleman; but from the figures quoted by the Secretary to the Board of Trade, there was not much room to doubt that some shipowners were gradually attempting to evade the expressed wishes of this House regarding the conditions of the Mercantile Marine by employing Asiatic laborers, whether Continental or British. This unquestionably required very serious attention on the part of the Department of the Board of Trade which was responsible for the administration of these particular Acts. Under these circumstances, he wondered how the House was not treated to a fuller discussion of this matter in the speech of the honorable member for East Toxteth Division of Liverpool. It might have been different had they been discussing church disorders; but the position which the honorable member took up was no answer to the proposition of his two honorable friends. He thought the offer of the Parliamentary Secretary to the Board of Trade was extremely satisfactory, and seeing that the Board of Trade had made a promise to take the subject into very serious consideration, and had expressed their determination to enforce the law, he thought they had done a very good evening's work.

Mr. Austin Taylor, Mr. Houston, Mr. William Rutherford, and Mr. Holt also took part in the debate, but they added nothing of any special importance to it.

Mr. Fenwick said that after the statement made by the Secretary to the Board of Trade, he wished to ask the leave of the House to withdraw his resolution, but before doing so he could not help expressing his regret that a tone of recrimination should have been introduced into this debate by the two honorable members for Liverpool who had spoken on the other side of the House. The House would do him the justice to say that in moving this resolution he studiously refrained from bringing any recriminatory charge against gentlemen, either on one side of the House or the other, and he regretted more than he could say that the two honorable members had gone out of their way, as it seemed to him, to bring a charge such as they had brought against his honorable friend the member for Hexham. He begged to ask leave to withdraw his resolution.

Question "That the motion be by leave withdrawn," put, and agreed to.

World's Workers.

At a meeting held in Carlisle, Eng., on April 24, the Shipbuilding Employers' Federation decided to order a lockout in every shipbuilding yard in the United Kingdom.

Another Temple of Labor is to be shortly erected in Australia. The Eight-Hour Committee at Lithgow, New South Wales, has voted sufficient out of its funds to pay the balance due on a Trades Hall site.

A meeting of unemployed was held in the Mission Hall, Brisbane, Australia, recently, and it was resolved to arrange for a deputation to wait on the Government with the object of securing employment for those who are out of work.

Lockouts have been decided upon at all the shipbuilding yards in the United Kingdom and workmen in other branches gradually will be locked out. There is every prospect of a complete stoppage of the shipbuilding industry, a condition that will affect directly not less than 250,000 men.

A strike of electric street-car-men, whose present wages range from 18s. 6d. to 25s. per week, has occurred at Ballarat, Australia. The men have issued a circular, asking the public to walk and cultivate an appetite while they are on strike, in order also to help them win the struggle for a fair wage.

At a recent meeting the Broken Hill (Australia) City Council carried the following resolution: "That on account of the number of unemployed at present in Broken Hill, and consequently the great amount of distress, the Government be asked, through the members for the district to grant a sum of money for public works."

Attempts to settle a dispute at the Blackball mine, New Zealand, have proved futile. The miners make no secret of being utterly dissatisfied with the Arbitration Court. The strikers are receiving help from all parts of the country. The Labor Department having failed in its efforts at settlement, now threatens to prosecute the strikers.

The Clyde (Scotland) shipbuilders on May 2 locked out the 6,000 wood-workers from their yards. This measure is the outcome of the dispute between the Shipbuilding Employers' Federation and the shipworkers of the northeast coast, who struck rather than accept a reduction in wages and who have not been able to get the Federation to arbitrate their demands.

The demand for labor, says the Bundaberg (Australia) Star, is now practically nil, and there is abundance of surplus labor in the district to meet requirements for some time yet. A considerable number of men have registered their names at the local Government Labor Bureau, but there does not seem to be any prospect of placing these in this district for some time.

In most cases the working time in the Austrian cotton mills has sunk below the legal limit of eleven hours. The movement for shorter hours goes on incessantly, especially in lower Austria and Vorarlberg, as well as in the districts of Reichenberg and Konigatz in Bohemia, and Brunn in Moravia, where such movements have been successful and mills now run ten and a half and ten hours and many run only fifty-nine hours or less per week.

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Edwards, John	Olson, C. O., -705
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Hixon, W. J.	Schon, Hans
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Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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1568	Jensen, Peter
Brookman, Robert	Kone, Erenst
Behrens, Emil	Lettre, Honore
Boose, Paul C.	Lerch, Paul
Connecke, Hugo	Madsen, M.-1503
Cone, Pierre	McArthur, Chas. A.
Dahl, John	Capt.
Espensen, E. N.	Neuling, A.
Eriksson, E. J.	Nelson, Louis
Gustafson, A.	Nilsen, Edwin
Hilarion, Chas.	Peterson, Neel
Hegan, Paddy	Peterson, J. A.
Hogan, Bernt	Pohlmann, Hans
Hansen, Hans-1250	Pettersson, John
Hansen, H.	Peterson, H.
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Mr. Lowmeyer, late of Buena Vista,
Cal., is inquired for. Address Gust.
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Rudolf Carlsen wishes to know the
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Jensen, Ingvald	M. Olsen, Alf.
Kuhl, H.	Phorspect
Karlsson, Karl	Stacheassen, C.
Karvonen, Lars.	Stevens, W.
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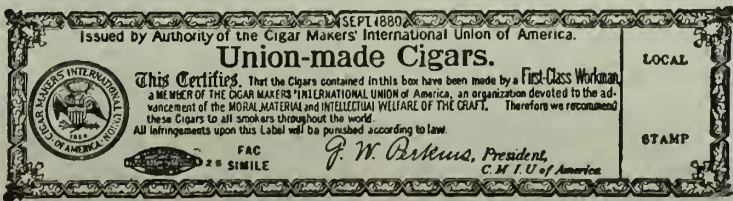
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**News from Abroad.**

The arrival of six Japanese war-
ships at Amoy has caused great ex-
citement in Fukien and Kwang Tung
provinces, as well as in Peking.

Two seamen of the German battle-
ship Elsas were killed and six others
were wounded at Kiel on April 30 as
the result of the explosion of a mine.

A dispatch from Teheran to the
London Times states that trustworthy
information has reached there that
the Russian forces have occupied
twelve miles of Persian territory.

The British torpedo-boat destroyer
Gala was cut in two and sank on April
28 off Kentish Knock, in the North
Sea, by the scout Attentive. Only
one life was lost.

The Japanese training cruiser Mat-
sushima was sunk off the Pescadores
Islands on April 30 by the explosion
of a projectile. Over 200, including
the captain of the Matsushima were
lost.

A Peking correspondent declares
that life is unsafe in Harbin and Muk-
den because of the domination of the
Russians. Japanese, he said, are in-
solent to all Europeans and very dis-
orderly.

A ten-dollar token issued by the
Cincinnati Mining Company in 1849
was sold at auction at London, Eng.,
on May 1, and purchased for America
for \$2,175. There is only one other
similar token extant.

The bursting of a boiler tube on the
British battleship Britannia, during a
full speed trial off Portsmouth, Eng.,
on April 28, injured five men, four
severely and one slightly.

President Cabrera of Guatemala is
authority for the statement that
eighteen of the ringleaders in a con-
spiracy against him already have been
shot to death, and that probably more
executions will follow.

The report published in England to
the effect that the Russian Govern-
ment had ordered five war ships from
a firm of Clyde ship builders is un-
true. The Admiralty has adopted the
principle that all battleships shall be
built in Russia.

The North Sea treaty signed at
Berlin, Germany, on April 23, was
made public on the 24th. It takes
the form of a joint declaration by
Germany, Denmark, France, Great
Britain and the Netherlands guaran-
teeing the territorial status quo.

Pedro Alvarado, who was trans-
formed from a poor Mexican peon to
a Croesus within ten years through
fabulous richness of the Palmillo
mine, has just completed the distribu-
tion of nearly \$2,000,000 in charity
among the needy of his own country.

The Chinese boycotters of Japanese
merchants of Hongkong are persistent
in their efforts, and are creating a
widespread sympathy, with startling
effects. The Viceroy has wired the
Government at Peking stating that he
has done everything in his power to
arrest the progress of the agitation.
Merchants have been instructed not
to send any goods on Japanese boats.

In the German Reichstag on May 1
the proposal of the Government to
grant the North German Lloyd line
an additional yearly subsidy of \$125,-
000 for six years on its lines running
to Australia, Japan, Singapore and
New Guinea was strongly opposed by
the Conservative, Center and Socialist
leaders, who ultimately succeeded in
carrying a motion that the proposal be
referred to the Appropriations Com-
mittee.

Home News.

The laymen's missionary conference at Chattanooga favored raising \$1,000,000 for foreign missionary work.

Judge Kohlsaat, of Chicago, has enjoined five express companies from issuing franks, as infringing the Interstate Commerce law.

Governor Hughes, at Albany, issued a call for a special session of the Legislature within two hours after it had adjourned "boozing" him.

Indiana's attorney-general is preparing suits against twenty brewery companies which have been operating saloons, contrary to law.

Chairman Tawney, of the House Appropriations Committee, has announced that the House had cut estimates \$110,000,000 at this session, a record saving.

The Pennsylvania State convention of the Socialist party has recommended the nomination of Eugene V. Debs for President and William D. Haywood for Vice-President.

President Roosevelt has declared that any suggestion that he is a candidate for or would accept the presidential nomination if offered him is a studied insult to him.

John Norris, testifying before the House special investigating committee, showed that the paper trust had raised prices from \$2 to \$17 a ton in the last two years.

United States Senator Knox, in a recent speech before the Civic Forum, declared that the Federal power for the regulation of railways has been proven paramount.

Passenger officials of the Northwestern railroad say the movement of people from the United States to the Canadian Northwest this spring is breaking all records.

The Pension Appropriation bill, carrying \$163,053,000, was passed by the Senate on April 28. No change was made in the bill as it came from the Senate Committee.

The selection of Secretary of War Taft as envoy to Panama to settle the boundary dispute between Colombia and Panama has occasioned surprise, as the question was thought to belong peculiarly to the State Department.

Representative Bartholdt, chairman of the House Committee on Public Buildings and Grounds, has announced that Congress will be kept in session until a Public Building bill is passed, even if President Roosevelt should veto it.

United States Pension Agent J. B. Fuller, of San Francisco, has announced that, under a recent Act of Congress, the rate of pension to all widows, minors and helpless children now on the rolls at a less rate, will be increased to \$12 per month, commencing with the date of the passage of the Act, April 19, 1908.

The Nebraska State Lumber Dealers' Association has been perpetually enjoined by the State Supreme Court from all operations calculated to eliminate competition in the sale of building materials. Secretary Bird Critchfield of the association was also forbidden to carry on any of the business of the organization.

Governor Sheldon of Nebraska has received a warrant on the Government Treasury for \$5,227, to be distributed among officers of the Third Nebraska Regiment, which served in the Spanish-American War under command of Colonel W. J. Bryan. Colonel Bryan and Governor Sheldon, who was a company captain, are two of the principal beneficiaries.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokenson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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Labor News.

Illinois miners are preparing a new wage scale, refusal to accept which by the operators will precipitate a strike.

A bill embodying President Roosevelt's ideas on child labor was recently ordered reported favorably to the House.

The San Francisco Labor Council will shortly inaugurate a vigorous campaign for the furtherance of the union label.

The Central Labor Union of Philadelphia, Pa., has adopted resolutions asking President Roosevelt to investigate charges against Superintendent Landis, of the Mint.

In the textile industry of New England about 40 per cent of the machinery is idle, which has the effect of keeping about 100,000 operatives idle or on short time.

President Roosevelt sent to the Senate on May 1 the nomination of William R. Wheeler, of California, to be Assistant Secretary of Commerce and Labor.

Senator Borah in his maiden speech in the United States Senate demanded the punishment of Harry Orchard, to whom he compared the negro soldiers concerned in the Brownsville shooting.

The American Woolen Company, which controls thirty plants in New England, is operating about half of its machinery, an increase of 15 per cent since January. The independent mills are on a similar basis.

Twenty-five policemen, comprising the entire day watch of Pensacola, Fla., were dismissed on April 28 for refusing to board the cars of the Pensacola Electric Company to protect the non-union men.

May Day in New England, usually a day of industrial disturbance, was this year one of the most peaceful on record, due in part to the dull condition of business and the consequent over-supply in the labor market.

The Oklahoma House on April 28 passed a bill previously passed by the Senate providing for the establishment of a State industrial college for women. Domestic science will be the principal thing taught at the new school.

According to J. A. Holmes, chief of the technologic branch of the United States Geological Survey, reports regarding coal-mine accidents of 1907 show an increase of about 50 per cent in the number of men killed as compared with 1906.

A committee composed of Chester (Pa.) street-car strikers and members of the Board of Trade recently conferred at Washington with the Interstate Commerce Commission and the Chief of the Bureau of Labor with a view of engaging their efforts towards ending the strike by arbitration.

Included in the "notes of progress" in the current issue of the Panama Canal Record, is the announcement that the commissary department of the Canal Commission soon expects to open an ice cream factory. All milk used will be brought from New York in cold storage.

The Canadian Pacific Railway shops at Winnipeg closed down on April 25 and will remain closed until the men agree to new terms proposed by the company. Employees in the company's shops from Vancouver to St. Johns, N. B., have completed a federation of 1000 men organized to resist the company's terms. A strike appears to be imminent.

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INFORMATION WANTED.

John Browne, a native of Courtmacsherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

With the Wits.

Obvious.—"Do you drink, Colonel?"
"What else do you think a Kentuckian would be in the Nawth for, suh?"—Exchange.

Locating It.—"I never told lies when I was a little girl, Gladys."
"When did you begin, then, mam ma?"—London Opinion.

His Report.—Father—How is it that I find you kissing my daughter? Answer me, sir! How is it?
Young man—Fine, sir; fine.—Exchange.

The Great Thing.—Envious Neighbor—How it you manage to keep a cook so long?
Mrs. Wise—Oh, we know our place.—Baltimore American.

A Perceptive Youth.—Margaret (to young brother, coaxingly)—Oh, Willie, are you an angel?
Willie—Not if it's anything up stairs.—Exchange.

His Status.—"Whose little boy are you?"
"Nobody's in pertickler, lady. I'm jest what you might call a man about town."—Philadelphia Press.

Seems So.—"Pop, who was Ananias?"
"Ananias, my son, was the man who conceived the first summer resort booklet."—Philadelphia Press.

To Be Exact.—Young Man (calling)—What is proper to say when leaving a young lady, "Good evening" or "Good night"?
Young Woman—Say "Good morning."—Philadelphia Press.

High Society.—Dennis—Goin' t' shpend th'e wake-end at Callahan's, are yez? An' phwat do yez call th' wake-end?

Terrence—Shure, thot's Saturday noight from th' toime yez dhrav your pay till th' saloons close.—Judge.

The First Born.—"Fifteen-two and a pair makes four," said Subbubs, who was playing cribbage with Popley. "What have you in your crib?"

"Ah!" replied Popley, absent-mindedly, "just the sweetest little ootsumstootsums girl in the world!"—Exchange.

Had an Excuse.—Ella—I hear Jack Dashing's going to be married. Are you going to the wedding?

Bella—Yes, I think I will.

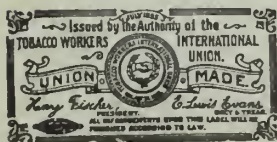
Ella—Pooh! I'm not.

Bella—Well, I wouldn't, except for the reason that he's going to marry me.—Philadelphia Enquirer.

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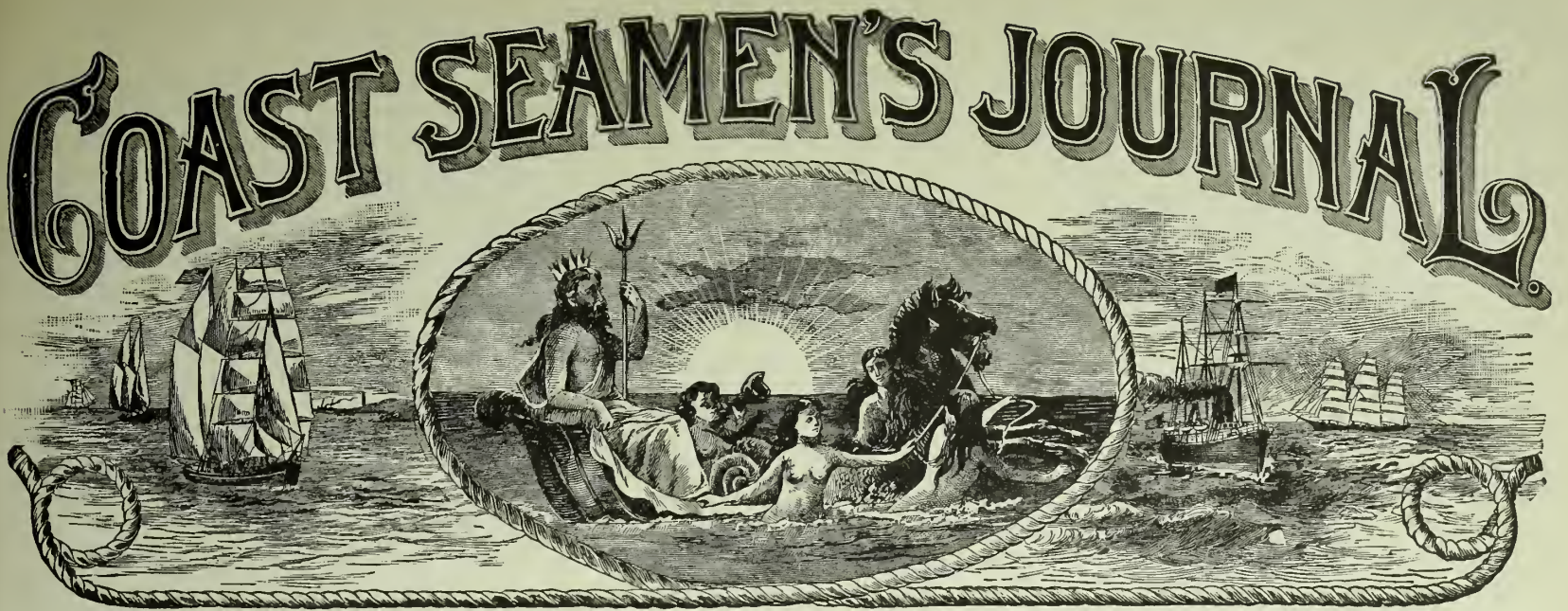
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Official Paper of the International Seamen's Union of America.

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Our Motto: Justice by Organization.

VOL. XXI, No. 34.

SAN FRANCISCO, WEDNESDAY, MAY 13, 1908.

Whole No. 1064.

LABOR BILLS IN CONGRESS.

IN order that the public may know the exact character and status of the labor measures now pending in Congress, the American Federation of Labor has issued a statement on the subject. The document, signed by Frank Morrison, Secretary of the Federation, is as follows:

Sherman Anti-Trust Act.

Notwithstanding the fact that the Supreme Court of the United States decided that boycotting the hats manufactured by Loewe & Company, of Danbury, Conn., was in restraint of trade and came under the Sherman Anti-Trust law, the American Federation of Labor has perfected its appeal to the Court of Appeals of the District of Columbia against the decision rendered by Judge Gould, granting a permanent injunction against the members of the Executive Council of the American Federation of Labor, restraining them from boycotting the Buck's Stove & Range Company and from publishing the company's name in the "We Don't Patronize" list. The appeal is made in the belief that when the Supreme Court of the United States is reached that court will not uphold Judge Gould's sweeping decision, and the labor organizations will be permitted freedom of action in their refusal to purchase the products of non-union and antagonistic concerns, and freedom of press in publishing the fact to its members that the Buck Stove & Range Company has and is now, discriminating against members of the Federation.

In addition to the appeal just perfected the most determined effort is being put forth by the officers of the Federation to secure an amendment to the Sherman Anti-Trust law, exempting labor organizations from the operation of this particular law, which was never intended to apply to labor unions.

Representative Wilson, former Secretary-Treasurer of the United Mine Workers, introduced the following amendment in the House:

That nothing in said act is intended nor shall any provision thereof hereafter be enforced so as to apply to organizations or associations not for profit and without capital stock, nor to the members of such organizations or associations.

That nothing in said act is intended nor shall any provision thereof hereafter be enforced so as to apply to any arrangements, agreements, or combinations among persons engaged in agriculture or horticulture, made with a view of enhancing the price of their own agricultural or horticultural product.

The following amendment introduced in the Senate by Senator Dick of Ohio, is a verbatim copy of the amendment that was adopted by the Senate in the Committee of the Whole while it was discussing the original Sherman bill:

That this act shall not be construed to apply to any arrangements, agreements, or combinations between the laborers, made with a view of lessening the number of hours of labor or the increasing of their wages; nor to any arrangements, agreements, or combinations among persons engaged in horticulture or agriculture, made with a view of enhancing the price of their own agricultural or horticultural products.

President Roosevelt, in his special message to

the House under date of April 28, urged the adoption of an amendment to the Sherman Anti-Trust law along the lines of the Hepburn bill, a bill that has elements in it which the officers of the Federation believe would be inimical to the best interests of the members of unions and which only contains a provision that a labor union should have the right to enter into agreements and the right to peacefully strike. To come under the provisions of this act, if adopted, the unions are compelled first to register, then to file their agreements with the Secretary of Commerce and Labor. These provisions are still further modified by a clause which permits representatives of either party to the agreements to set up a claim that the agreements entered into were unreasonable, and in restraint of trade. The Secretary of Commerce and Labor is authorized to carefully consider such claims and to decide whether or not agreements as to hours of labor and wages were unreasonable. If he believes the agreements are unreasonable he is empowered to declare them null and void. Such a law, besides being unwieldy and impossible of operation, is dangerous to the best interests of the members of the Federation. It is the entering wedge for Federal control of the labor unions, and the members of organized labor should oppose all efforts along those lines with all the power they have at their command. The following is what President Roosevelt has to say in his Message regarding the exemption of labor unions:

A strong effort has been made to have labor organizations completely exempted from any of the operations of this law, whether or not their acts are in restraint of trade. Such exception would in all probability make the bill unconstitutional, and the legislature has no more right to pass a bill without regard to whether it is constitutional than the courts have lightly to declare unconstitutional a law which the legislature has solemnly enacted. The responsibility is as great on the one side as on the other, and an abuse of power by the legislature in one direction is equally to be condemned with an abuse of power by the courts in the other direction. It is not possible wholly to except labor organizations from the workings of this law, and they who insist upon totally excepting them are merely providing that their status shall be kept wholly unchanged, and that they shall continue to be exposed to the action which they now dread.

During the period the members of the Civic Federation were endeavoring to prepare an amendment to the Sherman Anti-Trust law that would meet with the approval of interests affected, this particular clause was opposed by the representatives of the Federation in an effort made to have the American Federation of Labor amendment, contained in the Wilson bill, inserted in the Civic Federation bill before it was introduced in Congress, but our overtures were not successful, and the Civic Federation bill was introduced without our request being favorably considered. Hence, the Federation introduced an amendment to the Sherman Anti-Trust law, known as the Wilson bill, and requested the officers and members of the unions of the United States to urge their Senators and Congressmen to adopt the Wilson bill at this session of Congress.

Action by this Congress can only be secured on the measures that labor desires through the earnest, faithful and intelligent work of the officers and members of the unions, demonstrating, in no uncertain manner, to their Senators and Congressmen that they are intensely in earnest in their endeavor to have this legislation enacted. If they receive a reply from the Senators and Representatives, saying that they will give the bills careful consideration, such a reply should not be considered a sufficient response, they should require a definite answer, either affirmative or negative.

Not one of the measures named is unreasonable, nor can any Senator or Representative be found who will in so many words say they are unreasonable. But while agreeing with labor representatives that the Sherman Anti-Trust law should not be applied to labor unions, many express the fear, fancied or otherwise, that if the amendment is adopted containing the provisions desired by labor unions, the Supreme Court will decide that it is unconstitutional. The measure of success the labor unions will have in securing the adoption of legislation by this Congress will depend partly, if not entirely, upon the continued and persistent efforts of members of unions to secure the co-operation of Senators and Congressmen, to assist in forcing the committees to report the bills to the House and Senate.

Anti-Injunction Bill.

The Anti-Injunction bill introduced by Representative Pearre, of Maryland, in the House, and a similar bill introduced in the Senate by Senator Gore, of Oklahoma, are still in the committees of the House and Senate on Judiciary. Hearings have been held, but no definite action has been taken upon the bills by either the House or Senate Committees. President Roosevelt, in his Message to Congress, read on April 28, urged in the most emphatic terms the adoption of an Anti-Injunction bill slightly modifying the powers of the courts in the issuance of injunctions, but he steadily persists in his opposition to the position taken by the Federation that the injunction should not be used against officers or members of labor organizations for any act for which there was a remedy at law. The following is part of what the President has to say in regard to the abuse of the injunction by the courts:

They are blind who fail to realize the extreme bitterness caused among large bodies of worthy citizens by the use that has been repeatedly made of the power of injunction in labor disputes . . . it is unquestionably true that in a number of cases this power has been used to the grave injury of the rights of laboring men. I ask that it be limited in such way as that I have already pointed out in my previous Messages, for the very reason that I do not wish to see an embittered effort made to destroy it. It is unwise stubbornly to refuse to provide against a repetition of the abuses which have caused the present unrest.

President Roosevelt appears to be wedded to the idea of popularizing the use of the writ of injunction in labor disputes. He urges the adoption of a bill legalizing the issuance of injunctions, which can not fail to carry with it all its

(Continued on Page 7.)

GERMANY NOT OVERCROWDED.

If people want argument, why, there is the most imposing document conceivable for the present turn of public opinion, a statistical table, a formidable list, that never fails to make an impression in France. The 850,000 new subjects added every year by the natural excess of births over deaths in Germany is at the bottom of all these outcries. How to find food for them unless by an expansion of the frontiers? In the abstract, that sounds plausible enough. But at a little reflection or simply by a glance at the economic facts the whole specter of the Brocken disappears. For the same Germany that, according to this notion ought to be overcrowded with hands for whom no work can be found, imports growing numbers of foreign laborers. The landed proprietors and agrarian parties have coined the catchword "Leutenot" for the notorious scarcity of field laborers. Moreover, thousands over thousands of Poles, Russians, Galicians, Ruthenians, Croats, are engaged as laborers in German industrial and agricultural concerns, and if one looks round in the streets of German cities one is struck by the absence of beggars and idlers as one finds them in other countries. Certainly Germany is in a position not only to feed her own children, but even to offer a living to foreign immigrants, and on that account needs no annexation or expansion.

If we thus become aware that there is no economic necessity for German annexations, we find that on political grounds the German Government should naturally be opposed to any of the alleged annexation projects. The German Empire has, as is well known, a national basis, and is therefore opposed to an addition of provinces with a large population of foreign stock. It finds it perplexing enough already to assimilate the two or three million Poles who object to the tendencies of the prevalent nationality. When, in 1871, the question of territorial cessions was to be settled, Bismarck wanted on principle only Alsace and that part of Lorraine where the population was German, and annexed the fortress of Metz only because military experts pointed to the advantage the French would derive from this impregnable outpost in case of a war of revenge. Equally important are the objections to further German annexations from grounds of German home politics. The structure of German federalism is entirely different from that of the United States, where the position of the Federal Government is little affected by the addition of a new star in the national banner. In Germany, however, the whole mutual relations of the leading state of Prussia with the other states would be altered by considerable additions to the aggregate of the other allies. Nor would Bavaria have the same weight in the councils of the Empire if new territories of equal size would be included in the Empire. The danger would be greater still if the population in the annexed districts would by their economic or religious tendencies change the present equilibrium of parties. Nobody in Germany would think it advisable to annex the German provinces of Austria with their ultramontane population, as thereby the Center party would gain an overwhelming majority in the Reichstag, a change which the Protestants will never admit. This one instance may suffice to show how little the actual

state of things in German politics is understood by those political writers who suffer from the whimsical nightmare, German lust of annexation.—Continental Correspondence.

WAGES IN ENGLAND.

A Parliamentary paper by the Labor Department of the Board of Trade on changes in rate of wages and hours of labor in the United Kingdom in 1906 refers to the first half of 1907 as well in a preliminary fashion. In this respect the report says:

During the first six months of 1907 the changes in rates of wages reported continued to show an upward movement, there being net increases in all groups of trades. Altogether 1,150,029 work people were reported to have had their wages changed, of whom, 1,149,825 work people had a net increase of \$524,818 per week, and 204 a net decrease of \$122 per week. Thus the net effect of all the changes was an increase of \$524,696 per week, compared with a net increase of \$129,390 per week in the corresponding period of 1906. The most important changes in rates of wages reported during the six months were increases in the coal-mining and textile industries. The former affected work people employed in all the principal coal-mining districts in Great Britain. In the textile group advances took place in the wages of 145,000 card and blowing-room operatives, spinners, doublers, reelers, winders, warpers, etc., employed in cotton manufacture in Lancashire, Cheshire, West Riding of Yorkshire, and Derbyshire; of 41,700 jute operatives, preparers, etc., in the north of Ireland. The majority of the other work people affected were in the metal and engineering trades. Work people in Government departments, the police, agricultural laborers, seamen, and railway servants are not included in the foregoing figures.

The changes reported during the first half of 1907 show that 6,106 work people have had a reduction in hours amounting in the aggregate to 16,284 hours per week, while 466 work people have had their aggregate working time increased by 1,805 hours per week.

In 1906 the net result of all changes in wages reported to the Labor Department was an advance of \$281,770 a week, or \$6,905,563 for the year. This compares with decreases of \$554,781 and \$4,464,777 for the years 1905 and 1904, respectively.

BRITAIN'S DRINK EXPENDITURES.

With a total population of 43,659,121, the United Kingdom expended for liquors of all kinds during 1906 the sum of \$809,681,829, or an average of \$18 per capita. Of this amount \$495,187,316 was spent for beer, the quantity consumed being 33,891,101 barrels; \$253,201,812 for spirits, or 39,302,402 gallons; \$53,992,951 for wine, or 12,328,691 gallons; \$7,299,750 for other liquors, or 15,000,000 gallons. The per capita expenditures for spirits was \$5.82, beer \$11.35, wine \$1.25, and all other liquors 12 cents.

The consumption of beer per capita in England, Scotland, and Ireland was 31.4, 9.5, and 21 gallons, respectively; of spirits, 0.8, 1.6, and 1 gallons; of wine, 0.3, 0.3, and 0.1 gallon; and of other liquors, 0.4, 0.01, and 0.1 gallon.

AN ASTONISHING CHANGE.

In an address before the City Club of Boston Senator Lodge of Massachusetts is quoted as saying that "it may be frankly stated that the white race will not permit Asiatics to compete with their own labor in their own countries. The power of the American people to determine who shall come into this country and on what terms is absolute. Japan does not expect, and no nation can expect, that she should have a right to force her people on another nation, and there is no more cause for offense in the desire of our people in the Western States to exclude Japanese immigrants than there is in Japanese edicts which now exclude our working people from Japan." And there was much more to the same effect.

We are satisfied that this declaration of Senator Lodge represents an overwhelming public opinion in all parts of the United States, as it does in all British colonies which are exposed to the intrusion of Asiatic races. Senator Lodge intimated that our Eastern States were in a way to have a more direct interest in this question than they have hitherto had, as there is now a prospect of a large Arab immigration to Eastern America if permitted. That Senator Lodge correctly represents New England sentiment in his remarks above quoted is perhaps to be inferred from the mere fact of his having made them. Senators are not prone to publicly deliver themselves of unpopular sentiments. But, aside from that, the evidence is abundant in the references to the subject in our exchanges from all parts of the United States and even in the attitude of the President—so different from that breathed in his most celebrated message to Congress, which some people on this Coast find it hard to forget.

And yet when, four or five years ago, the Chronicle took up the subject of the exclusion of Japanese labor, it was like the voice of one crying in the wilderness. For nearly a year it was absolutely alone among the general newspapers published in this or any other State in declaring that the immigration of Oriental laboring men must stop. Upon the whole it was not like crying in solitude, for there were responses enough unanimous in denouncing the Chronicle for its folly, wickedness, sensationalism and demagogism.

And yet not once was the Chronicle ever wanting in respect and courtesy to the Japanese nation. We insisted, as Senator Lodge insists, that the control of immigration is a strictly national function to be exercised by national law and not by international treaty—which we infer Senator Lodge's opinion to be, although he uses no such language. We claimed no more than we were willing to concede to Japan, and often expressed the opinion that if her statesmen would come here and investigate they would agree with us that it was best for both races that the masses of the people should be kept apart. We never had a doubt that in time the country would agree with the Chronicle in this matter. The agreement has merely come some years sooner than we expected. When a journal is sure it is right it can afford to wait, if necessary, for the world to agree with it.—San Francisco Chronicle.

The police department in Canton has issued a proclamation forbidding the sale of the flesh of dogs and cats as food.



On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)



"HANDS ACROSS THE SEA."

It is one of the characteristics of the British that they love to be thought well of by foreign nations. To bring about that happy condition, they are willing and ready to make sacrifices. Usually they sacrifice their colonies. The itch for approval is the curse of our national life; the desire to stand well with our enemies and to beslave them with sickly gush is one of the qualities that make for the contempt of our adversaries.

And to no other country in the world have our advances been so unblushingly made as to the United States of America. So long have we been "hands-across-the-sea-ing" the great nation that speaks our language and abhors our character, that we have come to that maudlin condition of mind that mistakes hope for actuality.

Are you aware that America whipped you once? If you have forgotten, go to the States and hear for yourself. The Dutch policeman on Broadway, the Dago peanut merchant, the Bohemian gentleman, the Pole, the Peruvian—they will tell you, each in his peculiar dialect, how "We" whipped the British, and could do it again, yes sir!

Go down to the landing-stage when an American liner is due. Find out why these tourists have come to England. Ask one of them if he or she isn't glad to be back again in the "old country," and take careful note of what they say about the English people. You won't find any union jack plus Old Glory nonsense about them. They will be waving their tiny emblems, but that is because they love their country a jelly sight more than you do yours; because they are proud of the Stars and Stripes, and want no other fool flag anywhere near it.

The American people are a great people—great inventors, great industrialists, great patriots, and great advertisers; and they have no time for sentimental folly that means nothing and leads nowhere.

Let me ask a bold question. If England were engaged in a war with Germany and were getting the worst of it, do you imagine that the United States would ever come to our aid? Of course you do. You have visions of America's top-heavy navy sailing across the Atlantic with the union jack at the mizzen-head, and the crew singing "Rule Britannia!"

In your sentimental way, and completely oblivious of such factors as the "Dutch vote," and the "Irish vote," and the "Dago vote," you conjure up a picture as remote of possibility as anything that could be imagined.

But, were America and Germany engaged in war—which is by no means unlikely—would there not be a great national demand for intervention on behalf of the United States? It is monstrous that the British public should be kept in ignorance of the prevalent feeling in America regarding this country, and that Canada, which knows how bitterly England is hated, should be forced to stand by and see the States favored at her expense, and most extravagant encomiums lavished on a nation that has been waging a commercial war with her for years, and has used every unscrupulous means to crush her. Edgar Wallace in London Opinion.

ELUSIVE NORTH POLE.

Captain Ejnar Mikkelsen, an Arctic explorer, whose vessel was recently wrecked in an ice pack while seeking a continent supposed to lie in Beaufort Sea, above Alaska, expresses the practical opinion that it is "folly to spend great sums of money" in quest of the North Pole, for the reason that if one were to find it he couldn't be sure of the fact. The Pole is never in exactly the same place two days together. It wobbles, like the axis of a revolving top, and if Peary were to find it this coming summer, next summer it would have changed its place, and so no explorer coming after him would be able to follow his directions. If he tried to follow them he would miss the Pole and swear that Peary was a romancer. The Pole is believed to have wobbled through a large arc. Many scientific persons think that the Arctic regions once had a tropical climate—judging from the fossil remains of plants and animals found there—and that the North Pole was then thousands of miles away from where it is now supposed to be. Latitude, longitude, the equator and other supposed constant things are really movable. It follows that a citizen staying at his home here in Baltimore may possibly some day, if he lives long enough, have the North Pole in his back yard. According to Mr. Colworth, of York, England, who has been in Alaska studying the situation, the packed ice along the Canadian shore of the Arctic Ocean is pushing the North Pole and the Arctic Circle toward Siberia. The data of geography are all in a flux and we have to contemplate a constant shifting of climates.

Captain Mikkelsen suggests an additional very practical reason why penetration to the supposed Pole may be wasted achievement. "It is absolutely impossible," says the captain, "to carry the necessary scientific instruments over the ice on sleds, and without proper instruments observations (to verify one's position) are out of the question." The sanguine explorer can guess, it is true, that he is at the Pole, but the scientific world wants something more than a sanguine guess. The credulity of the world has been very severely taxed for some time past in accepting the "farthest north" latitudes claimed by successive explorers ambitious of "making a record." The testimony of a single individual, and he a person much interested to show a high figure, must always be received with some reserve. With the conveniences of an astronomical observatory, plenty of time and all the conditions favorable, an observer in the temperate zone encounters difficulty in finding his exact latitude and longitude; but with such instruments as an Arctic explorer can carry on a sled, and in the short time at his command, an exact observation is practically impossible. Alleged observations beyond 80 degrees north, taken in a hurry with the thermometer far below zero, may possibly be optimistic approximations. The conditions are wholly unfavorable to accuracy. But when the observer has no instruments at all, his opinion that he has reached the Pole must be, as Captain Mikkelsen says, virtually without value. Dead reckoning is hard-

ly to be relied upon, especially when one is north of the magnetic North Pole and the compass needle is unreliable. Under the circumstances an explorer might think he was at the Pole when far to the right or left of it, or might pass over it a dozen times and not know it. Not till he erected an observatory on the supposed site of the Pole and equipped it with instruments of precision could the explorer reach a fairly satisfactory decision as to his whereabouts. And even then his report would have to be accepted with some skepticism till a half-dozen "experts" had inspected his plant and calculations and pronounced them all O. K.—Baltimore Sun.

THE RISK OF LIFE.

A French doctor has "compiled" an awesome list of the diseases which man has to risk at various points in his journey from the cradle to the grave. In the first year the puling infant must face and overcome vaccination, only to spend his second year in growing teeth and reveling in convulsions. From 2 to 16 he is subject to all sorts of unpleasant things, from measles to typhoid, and at the latter age he must be ready to suffer from an irritated spine. Apparently as he leaves the teens vice is added to disease for at 20 the youth is threatened with alcoholism, and at 25 comes marriage, which this French humorist counts in his list of maladies. At 26 there is sleeplessness, at 30 he may lose his digestion, at 45 his sight, at 55 his hair, at 60 his teeth, at 70 his hearing, until all that is left of him is carried to the grave at 75. It is curious that no age is mentioned for probable bankruptcy.

The modern medical man is a very terrifying person, and if we really listened to him life would be an awful burden. But man is an optimist. He persists in living despite the doctors. No argument, whatever may be the statistics with which it is backed, will prevent him from smoking and drinking. Long life may be certain on a diet of herbs, but he will continue to risk premature death and the stalled ox. There is no food so indigestible that it will not be eaten, no disease so fatal that it will not be faced with equanimity. Indeed, the persistence of the scientist has added interest to life. No sport is popular unless it entails a certain risk to life and limb, and modern life is so full of risks that it is a stimulation to live through every day. It is splendid to go through twelve hours facing microbes and motor-omnibuses with a smile and to escape them all—something attempted, something done, he's earned his night's repose.—London Express.

The dock accommodations of Calcutta are to be improved to an extent that will cost \$40,000. New moorings will be required to meet the requirements of a much larger class of vessels, and this, in addition to the above, will cost \$10,666. The business by sea of Calcutta is increasing at such a rate that larger and more complete dock accommodations are demanded. Laborers' quarters with 320 rooms will be constructed at the dock, at a cost of \$21,600.

Domestic and Naval.

Because of the dangerous situation in Manchuria, United States official influence at Pekin opposes the proposed visit of the United States fleet to Chinese ports.

The Senate Committee on Commerce has voted to report favorably a bill to require inspection of sea-going barges as to their equipment, lifeboats, anchors and life preservers.

Seventy-two men, who for more than twenty-four hours had been facing death in the raging sea near Fire Island, were rescued from the wreck of the German ship Peter Rickmers on May 8.

The steamship Norwood, bound from Glasgow for Sydney, C. B., was lost on April 26 on the Grand Banks after having been jammed in the ice. Her crew were picked up by a passing schooner.

The itinerary of the United States battleship fleet from San Francisco to the Philippines has been announced. When the tour around the world is completed the vessels will have traversed 42,500 miles.

The White Star line has announced its intention to start a Canadian service in the spring of 1909 with the new steamers Alberta and Albany, renamed the Laurentic and Megantic, and the Dominion liners Canada and Dominion.

It has been announced that the Red Star line has under construction at the famous yards of Harland & Wolff at Belfast, Ireland, a new steamer, the dimensions of which are to be about 600 feet long and 70 feet beam, with a tonnage of 17,000.

Announcement was made recently of the establishment of a new mail route between Mobile and ports in Spanish Honduras. There will be two sailings a week from Mobile and the steamers will touch at Telo, Puerto Cortez and other places.

After a terrifying night in a gale, during which the steam-barge Nellie and the barge Gertrude both foundered in the Patapsco River, Captain George McQuilkin, of Camden, and his crew were rescued by the tug Active, and arrived safely in Baltimore on May 1.

The House Committee on Interstate and Foreign Commerce has reported favorably a resolution authorizing the construction of four revenue-cutters at a cost not exceeding \$925,000 for service in the waters of Key West, Fla., the Pacific Coast, Lake Superior and Narragansett Bay.

The old monitor Canonicus, which sailed from Norfolk, Va., recently in tow for Philadelphia, Pa., will be broken up. She was recently sold by the government. The Canonicus took an active part in the Civil War. She was built at Boston in 1862 and her speed was about 5½ knots.

A bill making it a misdemeanor for amusement places to discriminate against persons wearing the uniform of the Navy or Army, the National Guard or Naval Reserve, has been passed in the Rhode Island Senate with an amendment which was promptly concurred in by the House.

Proposals for the construction of twelve steel tug-boats one hundred feet long for service in the Washington (D. C.) Coast Artillery district have been invited by the Quartermaster-General of the Army. These boats will be slightly larger than those heretofore built for these purposes, possessing among other characteristics living quarters for the full crew.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

Andrew Dixon was registered at the San Francisco Custom-house on May 8 as master of the Pacific Mail liner Korea, vice S. Sandberg.

The United States Atlantic Fleet arrived at San Francisco on May 6, after a cruise of nearly five months from Hampton Roads, Va. The Fleet will sail again on July 7 for Honolulu, Australia and the Orient.

The following changes of masters were recorded at the San Francisco Custom-house on May 4: Steamer State of California, C. F. Hall, vice E. Alexander; schooner Henrietta M., Carl Jensen, vice Peter Soderman.

Reports more or less definite are in circulation in shipping circles at Seattle, Wash., that the stevedoring business of the Sound and Columbia River is apt in the near future to pass into the hands of San Francisco interests.

The disabled steamer Otter, which was towed to Victoria, B. C., on May 8, with a broken shaft by her sister liner, Tees, was salvaged by the gasoline schooner Alice, whose owners will libel the Canadian Pacific Railroad for salvage.

News was received at San Francisco on May 2 of the arrival of the overdue bark Oberon. The Oberon, was bound for Junin from Newcastle, Australia, and had been out eighty-eight days on the voyage. She was quoted for reinsurance at 10 per cent.

The combined Atlantic and Pacific fleets were reviewed by Secretary of the Navy Metcalf on San Francisco Bay on May 8. On the following day Rear-Admiral Evans was relieved from command of the Atlantic Fleet, his successor being Rear-Admiral Thomas.

Word has been received at Portland, Or., that the Lighthouse bill recently passed by the House of Representatives authorizes a survey to determine the cost and report upon the feasibility and need of establishing a lighthouse vessel or lighthouse at or near Oxford Reef, off Cape Blanco, Or.

The following enrollments were made at the San Francisco Custom-house on May 4: Steamer George W. Fenwick, L. Pederson, master; ship A. J. Fuller, M. Haskel, master. Licensed—Schooner Enterprise, J. O. Youngren, master; schooner Emily Lundt, A. Olsen, master; steamer Mary Garratt, H. J. Richardson, master.

The following changes of masters were recorded at the San Francisco Custom-house on May 2: Steamer Umatilla, Thomas Reilly, vice R. Jepsen; steamer Uncle Sam, Niels. Jessen, vice William Riedel; steamer Crowley No. 2, George B. Johnson, vice J. W. Cleghorn; steamer Sybil, Otto Bostfeld, vice Frank Schmidt.

Three vessels of a fleet of five which left Newcastle, New South Wales, within a few days of each other, arrived at Honolulu, T. H., prior to April 30, two of them almost together, and the third the next day. The five vessels were the ship St. David, the barkentines Aurora, Benicia and Joseph L. Eviston, and the schooner R. C. Slade.

The Lighthouse bill, which was passed by the House of Representatives on May 9 carries one new lighthouse for the Pacific Coast. The bill provides \$60,000 for a lighthouse at Punta Gorda, not far from Eureka, a place where a light has been much needed. The bill also gives lighthouse keepers and assistants an additional 30 cents a day pay.

Revised plans and specifications for the new drydock to be built by contract for the Navy at Puget Sound yards have been completed by the Bureau of Yards and Docks. The cost is to be limited to \$2,000,000. The dock will be built of concrete with side walls and entrance faced with granite blocks. The extreme length is to be 853 feet.

Word was received at San Francisco on May 6 of the arrival at Sydney, Australia, of the overdue bark Indian Empire. The Indian Empire had been out 100 days on the passage from Montevideo for Sydney, and was quoted for reinsurance at 10 per cent. Very little speculation was indulged in on the bark, which had only a light cargo aboard.

Eleven of the officers and crew of the steam-schooner Minnie E. Kelton, lumber-laden, from Aberdeen, Wash., to San Francisco, were killed or drowned as the result of a gale on May 1. The schooner is lying at anchor, half wrecked, about a mile off shore, between Yaquina Heads and Cape Foulweather. Captain James McKenna and ten of his crew were saved.

The British bark Kelburn, which arrived at San Francisco on May 5 from Mejillones, Chile, entered at the Custom-house on the 5th. Although she brought no consular bills of health, no fine was imposed, as there is no American Consul within fifty miles of Mejillones, which is a new port, and Captain Milne was thus unable to secure the required health bill.

Following is the reinsurance list, as posted at San Francisco on May 8: British ship Falklandbank, 179 days from Port Talbot for Valparaiso, 90 per cent; American ship Rangalore, 130 days from Norfolk for Honolulu, 55 per cent; Bark Adela, 97 days from Tacoma for Valparaiso, 50

per cent; Ship W. F. Babcock, 98 days from Newcastle, Australia, for Vancouver, B. C., 10 per cent.

After a fast passage from Willapa Harbor the new steam-schooner Willapa arrived at San Francisco on May 5 in tow of the steamer Chehalis. The Willapa is a handsome vessel capable of carrying 700,000 feet of lumber and was built at Willapa by John W. Dickie, formerly of Alameda, for Sudden & Christensen. She will engage under command of Captain "Gus" Johnson in the coast-wise lumber trade.

For the purpose of effecting a permanent organization the Pacific Coast Shipbuilders' Association held a meeting at Portland, Or., on May 2, at which representatives were in attendance from San Francisco, Gray's Harbor, Puget Sound and Portland. About six weeks ago a temporary organization was formed, John Lindstrom of Aberdeen, Wash., being elected President and J. F. Matthews of Hoquiam, Wash., Secretary.

Captain Fred Miller of the steamer Acme sailed from San Francisco on May 9 for Eureka to take command of the new steam-schooner George W. Fenwick which is now at Eureka discharging the cargo of rails which she brought on her maiden voyage from the Atlantic. Captain Miller is one of the oldest and best known masters trading to San Francisco, and for many years has been identified with the San Francisco and Mendocino trade.

The Canadian Pacific will establish a steamship line to Nome this summer to compete with the Alaska Steamship Company. This is the latest move in the rate war which was started when the International Steamship Company began to cut rates on the Seattle-Victoria run. The International and Alaska steamship companies are controlled by the same interests. The fight has spread until now it bids fair to involve all lines of travel controlled by the two interests.

The following changes of masters were recorded at the San Francisco Custom-house on May 5: Schooner Eva, Hans Hansen vice Albert C. Noe, Steamer Yosemite, Edward Johnson vice A. F. Apslund, Steamer Jessie Matsen, Svante Engdall vice A. J. Hansen, Schooner Edith, Peter Soderman vice Joseph Goodman, Steamer Malolo, W. D. McGath vice Owen F. Fisher, The barkentine Mary Winkelman, L. Jacobsen master, and the steamer Governor, R. Jepsen, master, were enrolled.

A libel was filed in the United States District Court at San Francisco on May 8 by John Niebor, a seaman, against the Bark Mohican Company to recover \$367.66 alleged to be wages due and unpaid and for damages on account of his leg having been broken by lumber falling on it when he was one of the Mohican's crew. He alleges that the accident occurred while on a voyage from Tacoma to Hilo and back to San Francisco, and that he was left in the hospital at Hilo by the Mohican's master without funds because he was unable to do his work aboard ship.

A bill providing that for a period of six years passengers between Hawaii and other ports of the United States shall be permitted to travel on foreign vessels without being subjected to the payment of \$200 penalty was reported favorably from the Senate Committee on Commerce on May 7. The law fixing this penalty was passed for the encouragement of American vessels on the Pacific Ocean. It operated to the inconvenience of travelers, however, as there are not sufficient American vessels to handle the traffic, and travelers not infrequently have been compelled to suffer delay.

The overdue list underwent several changes at San Francisco on May 8. According to advices received from M. A. Newell the rate of reinsurance on the ship Falklandbank was raised from 85 to 90 per cent. The Falklandbank has been out 182 days from Port Talbot, bound to Valparaiso. The rate on the bark Adela for reinsurance on the ship Falklandbank was raised from the schooner Minnie A. Caine and bark British Yeoman were added to the list. The Minnie A. Caine has been out 121 days from Newcastle, Australia, bound to San Francisco, and was quoted at 15 per cent. The British Yeoman has occupied 118 days on her voyage from Sydney, Australia, to this port and is also quoted at 15 per cent.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

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WEDNESDAY, MAY 13, 1908.

BATTLESHIPS OR STATESMEN?

"If you wish to preserve peace between the nations give us more battleships and fewer statesmen." Thus spoke Rear-Admiral Evans, at the banquet given by the citizens of San Francisco in honor of the Atlantic Fleet. "Fighting Bob's" words aroused a furore of enthusiasm among his hearers and proved a veritable "shot heard 'round the world." The commander-in-chief of the Fleet, always popular with the people, is to-day the idol of the country. Popular pride in his achievement as leader of the cruise so successfully carried out, combined with the sentiment of affection arising from his condition of ill health, serve to give the Admiral's words a power of conviction in the public mind much greater than their real force would entitle them to. In all probability the people would be willing to vote for a few more battleships than are really needed, just by way of pleasing the Admiral and showing their regard for his character as a man and attainments as an officer.

The writer, who was within hearing when "Fighting Bob" fired his famous shot, must acknowledge having experienced a feeling of strong emotion. In fact, as recollection now serves, he joined the general shout of approval, and would probably have voted right there and then for four—or forty—battleships and no statesmen at all. Fortunately, or unfortunately, the question of more or fewer battleships is not settled at the public banquet board, nor at the suggestion of a popular idol. Circumstances alter cases. The circumstances under which the question of the Nation's defenses is settled differ materially, and we think advantageously, from those of the occasion upon which Admiral Evans made his plea for "more battleships and fewer statesmen."

If we may regard the Admiral's reference to statesmen as being directed at that class commonly called politicians, we must agree with him in the suggestion that fewer men of that class would be a good thing, not only for the peace of nations but for the peace of every one. If, on the other hand, we must take the Admiral literally, we must disagree with him most emphatically. The danger to the peace of nations lies not in too many statesmen but in too few men who really measure

up to the proper conception of that term. The character of the talk indulged in by the Admiral and his brother officers, the sentiment—not warlike but, well, military—aroused in the people by the spectacle of the Fleet, afford in themselves the strongest possible suggestion, and indeed proof, of the need of statesmen great enough and numerous enough to preserve the peace by appeal to justice and recourse to reason. The theory of our Government, that the military shall always be subservient to the civil authorities, rests upon a foundation as deep as human nature. "More battleships and fewer statesmen," construed literally, would mean, not greater assurance of peace but greater certainty of war. Let us have all the battleships we need to discourage aggression upon the part of other nations. At the same time, let us endeavor to secure as many statesmen as may be necessary to insure the peace of nations upon grounds of justice and humanity, rather than upon the basis of military strength.

NEW BARGE LAW.

The tow-barge evil has at last received attention from Congress by the passage of a bill on the subject. Referring to this measure, the Philadelphia Public Ledger says:

Barge owners at this port welcome the passage of the bill by the Senate giving the Government jurisdiction over such craft. Senator Frye has succeeded in having such a measure passed. It requires that barges shall be equipped with proper safeguards, including lifeboats, lifebelts, anchors and other life-saving devices.

For years barges have been operated in the coastwise trade which were known to shipping men and underwriters to be nothing more than "floating coffins." These vessels were kept in service and equipped with crews when owners were unable to place insurance on them owing to their unfitness for deepsea trade. Of 400 of these barges 60 foundered within the last two years with more than 25 per cent of the men aboard.

Many of the barges were wornout coastwise steamships cut down and converted for the coal-carrying trade. Others were the hulks of vessels wrecked and subsequently floated and patched up. Their utter unfitness for service was shown when they were caught in a coast storm. Unable to withstand heavy seas they either sank or were abandoned. Once adrift they were a constant menace to navigation until destroyed. It was asserted yesterday that the barges operated out of this port were thoroughly seaworthy and capable of passing the strictest regulations laid down by the Government for such vessels.

In dealing with a problem as large as that of the tow-barge question, any improvement, no matter how slight in itself, is to be welcomed. Upon that principle we welcome the measure designed to provide "proper safeguards" on barges. However much satisfaction it may afford the barge owner, the new law will arouse no enthusiasm among those who understand the real grounds of objection to the tow-barge business. These grounds consist mainly in the fact that the barges are themselves unseaworthy, both in point of age and equipment for navigation, and that they are usually towed in strings (i. e., numbers) that contribute a standing danger of collision. If the tow-barge evil is to be minimized, steps must be taken to deal with these elements of the problem. An adequate law on the subject must provide, first, that tow-barges shall be seaworthy in their hulls and equipped with the means, either of sail or power, of self-management when, for any reason, the tow becomes unmanageable. Legislation of this kind has been proposed to Congress from time to time for many years, but without result. The measure referred to by the Public Ledger is the first attempt to deal with the subject, and, as has been shown, that measure deals exclusively with incidentals, leaving the source of the trouble untouched. The Frye bill may be regarded as the first step toward adequate leg-

islation on the subject, and in that light, rather than for any intrinsic merit, is to be welcomed by seamen and other interested parties.

TOBACCO IN THE UNITED STATES.

The production of tobacco in the United States, which was 633,000,000 pounds in 1905, was 682,000,000 pounds in 1906 and nearly 700,000,000 pounds in 1907. The value of this crop has simultaneously increased from \$53,000,000 in 1905 to \$68,000,000 in 1906 and \$76,000,000 in 1907. It will be observed that our American tobacco averages between 8 and 9 cents a pound. This is its so-called farm value. Almost half of our tobacco is exported, the total for 1906 being some 356,000,000 pounds, valued at \$34,000,000. Less than \$1,500,000 of this export business is in foreign tobacco that has been brought here for manufacture or re-shipment, and nearly all of this is leaf filler.

It would probably surprise the great mass of smokers to know how large a percentage of tobacco consumed in the United States is home grown or at least home manufactured. The cigars, cigarettes and cheroots we import do not exceed in amount 800,000 pounds or thereabouts annually or \$5,000,000 in value, and of tobacco in the leaf we import less than \$7,000,000 worth of wrappers and less than \$16,000,000 worth of filler. Our consumption, therefore, consists of approximately 350,000,000 pounds of domestic and 38,000,000 pounds imported. Cigar wrappers import at about \$1 a pound and filler at about 50 cents a pound, though to this, of course, must be added Customs dues and Internal Revenue before we come to the profits of the dealer and manufacturer.

The heaviest tobacco producer among the States is Kentucky, whose 240,000,000 pounds are worth some \$25,000,000 annually. Next comes North Carolina, with 100,000,000 pounds, valued at \$11,000,000. Other good producers are: Virginia, with 75,000,000 pounds; Ohio, with 60,000,000 pounds; Pennsylvania with 40,000,000; Wisconsin, with 38,000,000; Tennessee, with 37,000,000; Connecticut, with 22,000,000. It is interesting to note that while Maryland, for example, has to sell its tobacco for less than 7 cents a pound, the superior leaf of Florida readily commands 30 to 35 cents. The crop of Indiana for 1907 is about 14,000,000 pounds and has brought an average price of 8 cents at the farm.

Tobacco is not only a great resource of our farms, but a material source of Government support. It yielded in 1906 about \$50,000,000 in Internal Revenue and nearly \$25,000,000 in Customs Revenue. This is one-twelfth of the Customs Revenue and one-fifth of the Internal Revenue; that it, about one-eighth of the entire revenue of the Government from these two sources. The State of Connecticut raises almost as much tobacco as we import from Cuba, and the State of Tennessee raises more than the entire production of the Philippine Islands.—Indianapolis Star.

The Deutsch-Niederlandische Telegraph Company announces that from November, 1907, press telegrams at special reduced rates will be accepted for transmission over the company's cables. The rate per word to New York (from Shanghai) is 40 cents gold, to San Francisco 35 cents, and to Holland and Germany 50 cents.

LABOR BILLS IN CONGRESS.

(Continued from Page 1.)

abuses, under the guise of a bill which, when read for the first time, gives the impression to the reader that it contains provisions for relief from the intolerable persecution of the wage workers through the writ of injunction. The wage workers must not surrender their position upon this vital question. If a bill along the lines suggested by the President was adopted by this Congress it would not, in the slightest degree, furnish even a temporary relief, let alone substantial relief.

The Eight-Hour Bill.

The Eight-Hour bill is still in the Committee on Labor of the House. Extensive hearings have been held upon the bill. A document is now in print containing almost one thousand pages on that subject. Every endeavor is being made to have these sub-committees report to the full committee. On Thursday, April 30, the House Committee on Labor met in regular session to take up the report of Sub-committee No. 1, which had had under consideration the Gardner Eight-Hour bill. For the first time during this session of Congress every member of the committee was present. Several motions were made to have the bill reported, but were defeated by a strict party vote. In other words, the seven (7) Republican members voted against reporting the bill. The six (6) Democratic members voted in favor of reporting the bill. It was finally decided by the committee, also by a strict party vote, that the bill should be referred to a committee of three lawyers for the purpose of considering and reporting upon the constitutionality of the measure. It will be remembered in the Fifty-eighth Congress that when the opponents of the Eight-Hour bill feared that it might be reported that they resorted to a scheme to refer the bill to the Department of Commerce and Labor together with a number of questions. We contended at that time that the object of this reference was for the purpose of defeating the bill and that no intelligent answer could be given to the questions submitted. Latterly our contention was borne out. It is evident that the action of the House Committee on Labor in referring this measure to the above mentioned committee of lawyers, is solely for the purpose of preventing the measure from receiving consideration and being passed during this session of Congress.

Employers' Liability Act.

On April 22 a new Employers' Liability law was approved. The measure of relief contained in the new law is so slight that it inspired the President to say in his Message that "an Employers' Liability law had been enacted, which it is true comes short of what ought to have been done, but which does represent a real advance." The law states that "the fact that the employee had been guilty of contributory negligence shall not bar a recovery, but the damages shall be diminished in proportion to the amount of negligence attributable to such employee." No cognizance is taken of the fact that the long hours and the conditions under which the employee may be compelled to work would of itself be the real cause of the contributory negligence that caused the death of the employee.

FRANK MORRISON,

Secretary American Federation of Labor.

NORWEGIAN WHALING INDUSTRY.

United States Consul-General Henry Bordewich, of Christiania, in response to an inquiry from Seattle, states that the unrefined whale oil produced by Norwegian whaling interests has been quoted c. i. f. Glasgow this year at \$116.80 per English ton for No. 1, including barrels; No. 2 at \$107; No. 3 at \$97.33, and No. 4 at \$80 to \$82.73. Of refineries there were none in Norway until one was recently established at Sandefjord. The only Norwegian firm engaged in whaling in the Far East, with a station at Kobe, has sold its fleet to Japanese firms.

The Brazilian national Minister of Marine proposes to move the naval station from the Ilha das Enxades to that of Villegaignon, as he considers that the latter island will be a much better site for the school, as the cadets will from there be able to watch the maneuvers of the warships and other vessels which enter and leave the port. It is expected that this plan will appear in the budget for 1908.

USE FOR THE FLEET.

Fortunately, the quarrel that has broken out between China and Japan is unrelated to commerce or any other matter that concerns this country in the slightest degree. It is over the seizure by China of a Japanese vessel as in violation of the laws of contraband. Japan claims that the ship was seized in Portuguese waters, and after having been regularly cleared from the port of Macao. Nevertheless, the position of the Chinese Viceroy is supported by the Chinese Government, and the vessel is held at Huangpu. Japan at first refused to arbitrate the dispute and answered China's proposals for this mode of adjustment of the difficulty by a hint of hostilities. The release of the ship might be construed by Japan as an acknowledgment of error and be made the basis for an indemnity demand, with an apology. The latest aspect of the matter reveals Japan as more conciliatory and agreeable to the submission of the question to American or English intermediaries. The incident will probably be adjusted along well-recognized principles of international procedure and the storm blow over.

But this occurrence, coupled with the grievance of Japan over the attitude of China with regard to the railway concession that parallels the Manchurian Railroad, which it controls, and the resentment of the Chinese at the trade aggression of their neighbors, indicates the increasing causes for umbrage between these powers. It is impossible to forecast that friction may not arise in the Orient, involving the interests of other powers, including the United States, when a show of naval force would be essential for the preservation of respect for the rights of Americans.

There is no avoiding the conclusion that the fleet will hardly return to this country at an early date; that the occasions for its presence in the Pacific and in the Far East will increase rather than diminish. It will carry out the peace policy of the United States in Asia, and may be counted upon to aid in allaying threatening situations that are sure to arise. It will not be strange if in the future the countries of Europe may come to regard the presence of the ships of the United States as one of the surest guarantees for peace in a region where the advancing westernization of two great Asiatic nations will create conditions fraught with delicacy and danger.—Baltimore American.

The Navy League of Brazil is thinking of ordering in Europe four sailing vessels of 4,000 tons each, with auxiliary screws, all fitted with every modern improvement, and destined for the training of sailors for the merchant marine. The ships will be used to carry Brazilian goods for exhibition in Europe, and to cover the cost of building the League proposes to raise capital by means of shares of the value of £1 sterling each, interest and amortization to be paid out of the profits made by carrying the aforesaid goods.

The city government of Milan has voted to appropriate \$1,150,000 for the construction of further series of houses specially built for workingmen and their families, and the municipal loan office (the city pawn department) will give \$100,000 out of its profits toward the same purpose.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 11, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping dull.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, May 4, 1908.

No meeting; no quorum. Outlook fair.

A. E. SIMMONDS, Agent.

Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, May 4, 1908.

No meeting; no quorum. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, May 4, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 3, 1908.

Shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 4, 1908.

Shipping fair; prospects medium.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland, Or., Agency, May 4, 1908.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, May 3, 1908.

No meeting; no quorum. Shipping slack; prospects fair.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 4, 1908.

Shipping dull; prospects poor.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, April 27, 1908.

Shipping slack; quite a few members ashore.

ED. JOHNSON, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 7, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

51 Steuart St. Phone Kearny 5955.

Seattle Agency, April 30, 1908.

Shipping slow.

LEONARD NORKGAUER, Agent.

Colman Dock. P. O. Box 1335.

San Pedro Agency, May 1, 1908.

No meeting; shipping poor.

CHAS. M. DAWSON, Agent.

P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 4, 1908.

Situation unchanged; all boats starting out paying last year's schedule.

WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 5, 1908.

Shipping improved slightly.

WM. H. FRAZIER, Secretary.

1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., April 29, 1908.

Shipping slack; prospects fairly good.

DANIEL SULLIVAN, Secretary.

DIED.

Nils Johnson, No. 742, a native of Sweden, aged 47, died at Alameda, Cal., on May 7, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



NEW STEERING APPARATUS.

The Cleveland Plain Dealer says: After experimenting for three years with an automatic device for steering steamboats, Captain August T. Nelson, of Milwaukee, a sailor on the Lakes since he was sixteen years of age, has finally had his efforts rewarded.

The device which is known as the Nelson automatic steering apparatus, was introduced recently and the first tests were made. The apparatus was placed upon the steam carferry Pere Marquette 20, and steered a course from Milwaukee to Ludington better than the most skilled wheelsman in the opinion of many men prominent in marine circles.

The steering apparatus, which is controlled by a compass, was first tried on the tug Meyer with even greater success than attended the trial made on the Pere Marquette 20, so that its success is practically insured.

Captain Nelson, the inventor, started his marine career in the firehole of a steamboat, from which position he steadily rose until he received a master's license. It was as master of a steamboat that the idea of the automatic steering device first struck him. Having steered the tug Meyer around the Lake he thought it would be possible to steer a large steamboat in the same way.

But it was not until the big carferry Pere Marquette 20 steamed out of Milwaukee under cover of night that the initial test was made. The device, which is operated by electricity, was in charge of F. Hupfer, who acted as electrician and operator, while Captain Nelson stood on the deck and to his entire satisfaction watched the straight course made by the boat. The initial test proved so interesting and successful that several more were made.

LAUNCH AT CLEVELAND.

A large crowd turned out to witness the launch of the steamer Howard M. Hanna Jr. at the Cleveland yard of the American Shipbuilding Company on April 28. The huge freighter was dropped overboard without a hitch. The new ship will be operated by the Hanna Transit Company, of which Captain W. C. Richardson is manager.

The Hanna is 500 feet over all, 480 feet keel, 54 feet beam and 30 feet deep. She will have triple expansion engines, cylinders 22½, 36 and 60 inches by 42 inch stroke. She will have two Scotch boilers that will be equipped with Ellis & Eaves draft and be allowed 180 pounds of steam. She has 14 hatches of the large modern size, being 24 foot centers and 12 feet fore and aft. Her average ore capacity will be 8,500 tons. She will be fitted with all modern improvements and appliances and be an up-to-date boat in every respect. The Hanna will be completed about May 25. Captain Thomas Wilford of Lorain will bring out the new boat.

The Hoisters and Engineers at Conneaut have voted to sign individual contracts for two years with the P. & C. Doix Company. The wages and hours were satisfactory to all concerned.

STEAMER MARY BURNED.

The steamer Mary, after a career as varied as often befalls a ship, came to an end in the recent big fire near Boston. The Mary first outran everything afloat near Port Huron. As a river boat she was without equal, and on account of her fame she was bought by the Graham & Morton line and brought to Lake Michigan.

The Mary did not develop the speed expected and the Graham & Morton Company spent a large amount of money trying to make the pride of St. Clair River adopted for cross-Lake traffic. With the extra cabins, the boat would not run at any speed, and the Mary was passed along to the Michigan City line.

There she was not much better and she was finally sold to go to the Atlantic. She ran from Chelsea and as the demands for speed are not as great in the coastwise business on the Atlantic as on the Lakes, the old boat proved satisfactory. She was insured for \$1,000, although some \$25,000 was paid the Michigan City line for the steamer. She was built at Milwaukee in 1876.

SUCCESSFUL TRIAL TRIP.

Designers, builders and owners of the new passenger steamer City of Cleveland are happy over her showing on her official trial run in Lake Erie. She returned to Detroit on April 28 after meeting every expectation of her builders, the Detroit Shipbuilding Company.

During her speed test between Southeast Shoal and Long Point, a distance of 133 miles, she averaged twenty miles an hour for six and three-quarters hours, and for part of the distance she made better than twenty-one miles an hour.

Consulting Engineer J. P. Wells of the D. & C.-D. & B. fleet, was in charge of the machinery, and there was not so much as a hot journal during the entire trip. She will be turned over to the Detroit & Cleveland Navigation Company in a day or two. Her first trip will be to Sault Ste. Marie in June, and she will be chartered by the Detroit Board of Commerce.

No delegates of any unions will be allowed on board Lake vessels this season. All members are required to report to the agent or delegate in port at the end of each trip. Don't fail to do this. Keep your union posted on conditions and the personnel of the crews. Appoint yourself a committee of one to talk privately with any delinquent ship mate and get him to go to the union hall, and also try to see that any non-union man joins if it is possible to get him to do so.

The steamers D. G. Kerr, Ericson and Wawatam are all that are left in Conneaut Harbor. The P. & M. Carferry No. 2 and Collier No. 1 are making regular trips, and are living up to 1907 agreements. Aside from these two ships, the town is dead. The crews of these two ships report to the Union Hall frequently. No delegate will be allowed on Conneaut Docks this year. A few men pass through that place every day en route to the Coast.

BIDS FOR BIG JOB.

Bids for more than \$1,000,000 worth of improvements in the channels at Hay Lake and Middle Neebish were opened recently in the United States engineer's office at Detroit. The area to be dredged is about 18,540 feet long, 300 feet wide and twenty-one feet deep. It is in four sections and the lowest bidders are: First, Charles Simono, Two Rivers, Wis., \$81,951; second, Great Lakes Dredge & Dock Co., Chicago, \$587,600; third, Zenith Dredging Co., Duluth, \$175,107; fourth, Edward Bros., Sault Ste Marie, \$624,690.

Work will begin about June 1 or when the new channel at West Neebish is placed in commission, and the time for the completion of the contract varies from 225 to 300 working days.

CANADIAN SHIPS DAMAGED.

During a sixty-mile gale the Northern Navigation Company's steel freighter Doric pulled out her snubbing post and swung across the harbor at Owen Sound, striking the new C. P. R. liner Assinaboia, opposite the after gangway. The steamer Strathcona, which had her lines on the snubbing post at the Doric's stern, also swung around and narrowly escaped crashing into the Dominion Transportation Company's steamer Manitou, the tug Minnie Clark getting control of her just as her stern wiped the Manitou's upper rail. Beyond slight damage to the Assinaboia no serious loss occurred.

WILSON APPOINTMENTS.

Captain Ed Morton, manager of the Wilson Transit Company, has announced the following appointments of masters for his fleet for this season: Steamer J. E. Upson, Captain Joseph C. Wood; engineer, Fred Harman; steamer Charles Hebard, Captain W. W. Dawley; steamer Henry W. Oliver, captain C. H. Franke; steamer Captain Thomas W. Wilson, Captain Dan Buie; steamer Andrew Carnegie, Captain Ed Morton; steamer W. D. Rees, Captain John Milne; steamer Yuma, Captain James Higgins.

LAUNCH OF THE DONALDSON.

The steamer John A. Donaldson was launched without a hitch at the Lorain yard of the American Shipbuilding Company, May 2. The Donaldson will be completed and ready for business in about thirty days. Captain Thomas Beggs, of this city, who was on the steamer Francis L. Robbins last season, will bring her out. The new boat is building for the Valley Steamship Company, of which W. H. Becker is manager. She is 400 feet over all, 380 feet keel, 50 feet beam and 28 feet deep. The steamer will have triple expansion engines, with cylinders 20, 33 and 55 inches, with 40-inch stroke. Steam will be furnished by two Scotch boilers, 13 feet 9 inches in diameter and 12 feet long.

The Jno. A. Donaldson was launched at Lorain, May 2.

LAUNCH AT LORAIN.

Amidst a pouring rain the steamer William H. Wolf, the largest boat launched at Lorain this year, was launched on April 18. A distinctive feature of the launch lies in the Wolf being the first boat to be launched which hails from the new steel town of Gary, Ind. She is building for the Gartland Steamship Company, which has its headquarters at Gary. The next steamer launched there will be the John A. Donaldson, a 362-foot freighter building for William H. Becker, of Cleveland, on May 2. The William H. Wolf is 524 feet over all, fifty-four feet beam, thirty feet depth. Her carrying capacity is 9,000 gross tons.

LUMBER SEASON OPENING.

The steamer Three Brothers opened up the lumber season by sailing from Chicago on April 18 for Manistee. At Manistee she will take on a cargo of hay and then sail for Boyne City, where she will load lumber.

The schooner Horace Taber, which was sold during the winter to Lake Ontario parties, sailed for Lake Ontario the latter part of last week. The schooner Hattie Hutt, which was purchased earlier in the winter by a Canadian company, left at the same time to ply trade around Lake Huron and Georgian Bay.

The big lumber fleets, however, will not venture out before May 1 at the earliest, and the probabilities are that it will be a week later before they get away.

INDIANA PORTS OF HAIL.

A sharp rivalry is springing up between Gary and Michigan City over the honor of having Lake ships hail from the Indiana towns. Michigan City is offering to do all the legal work concerned in enrollment for nothing, if owners will adopt that place as the port of hail. Gary will follow in line, it is said, in order to get the publicity of being a Lake port. Under the new laws, it is not necessary for transportation companies to be incorporated in Indiana to secure Government enrollment there. All that is necessary is that some officer or agent have a residence at the port of hail. From present indications Indiana will cut into the long list of ships now hailing from Duluth, although really owned elsewhere.

Two Detroit men widely known in navigation circles have been engaged by the Northern Navigation Company in connection with the construction of the fine new passenger steamer at the Collingwood shipyard. Frank E. Kirby will act as supervising constructor of the ship and Louis Keil will have charge of the interior decorations, including the woodwork and furnishings. The new boat is longer than the Tionesta and Juniata, of the Anchor line, and will have two more boilers than they carry. She will come out in 1909.

The steamer Oscoda had a bad time in the gale with her tows, the Tilden, Filer and Corning, while on her way from Chicago to Marinette recently. Later the Oscoda struck the Sturgeon Bay dock, doing considerable damage, and later when bringing in the tows she got a line in the wheel and it was necessary to summon a diver from Green Bay to clear her.

MARINE ITEMS.

Signs of activity along the Chicago River front recently announce that the opening up of the late shipping season has begun with a rush. Passenger boats are being overhauled generally and put in shape for the busy season. Most of the passenger lines will have boats running by the end of the week.

The reception office of the United States Marine Hospital at Chicago is now permanently located on the second floor of the barge office at the Rush-street bridge. It was moved from its old home in the North-western building to its present location last February, and it is announced that it will not be changed again.

The schooner Paige, which last fall stranded on the middle ground, inside the mouth of Sturgeon Bay, Wis., will leave her bones on the spot. The ice during the past month or so has completed what was already a bad wreck. The hull being full of water froze solid and caused the decks to rise and sides to bulge.

It is announced that the Barry Line has chartered the steamer Pere Marquette to the Crosby Line, of Milwaukee, to make the run from Grand Haven to Milwaukee this season. To take her place the Barry Line has chartered the steamer Kansas from the Northern Michigan Transportation Company to make the run between Chicago and Milwaukee.

Never has Port Arthur, Ont., witnessed such a rush of grain as there was on May 1 and 2. At the head of the Canadian Lakes on May 2 was a fleet of forty-three boats with a carrying capacity of four and a half million bushels. By the close of business on that day over six million bushels of wheat had been shipped. The elevators are lined with vessels waiting to get under the spouts. The bulk of this grain goes to Canadian vessels.

Captain George M. Kunna, of Detroit, has sold the schooner Herschel to the Peninsula Tug and Towing Company, of Warton, Ont. The sale was made largely owing to Captain Kunna's ill-health. The new owners will convert the schooner into a barge to tow behind the steamer Scott in the cedar and coal trade between Georgian Bay and Lake Erie. The Herschel was built in 1879 and is 122 feet long.

Some notoriety was given the Herschel in July, 1906, when Mrs. Bertha Ely, the cook, shot and killed Mrs. Kunna, the wife of the captain and owner. Mrs. Ely swore at the trial that she was attacked on the boat by Mrs. Kunna. She was acquitted by the jury.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.

TONAWANDA.

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johansson, Carl
Anderson, Oskar	Johnsen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johansen, Martin
Anderson, Adrian	Jenssen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentsen, Albert	Kazlaski, Michael
Bentson, Abraham	Karlsen, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Leiesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larson, C. E.
Bentete, William A.	Laven, William
Burgess, James	Leinestad, Olof
Breman, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Molseberg, Otto
Couger, Joseph	McCall, Patt
Cowan, Maurice C.	McDonald, Murdock
Churbuck, E. W.	McGuire, O. T.
Callson, Chas.	McIntire, John
Callahan, T. C.	McLeod, Thomas
Cockran, James	McMullen, Robert
Coleman, Arthur	Nilsen, Nils B.
Cook, Henry	Ommendsen, Tollak
Christensen, Chas.	Olsen, John B.
Christensen, Loftis	Olsen, Karl Jeohan
Challanach, Ralph	Olsen, Fritzof
Donaldson, A. E.	Olsen, Johan
Duecks, Louis	Osterdahl, H. B.
Engelsen, T. M.	Org, A.
Evensen, Harry	Olsen, John L.
Frantz, Ross	Pedersen, N. A.
Green, J. S.	Pederson, A.
Guligren, Peter	Pedersen, A. H.
Heuter, Robert	Pederson, Pete
Hansen, Einar	Parker, John E.
Hanson, P.	Peterson, Alhrecht
Hansen, Karl Otto	Raeskala, Oskar
Hansen, Amund	Rowland, Chas. W.
Hansen, Geo.	Rollo, Nelson
Hanson, A.	Ringer, Clarence
Hansen, Martin	Raukin, Joe W.
Hanson, A.	Riley, John
Hansen, Harry	Sheldon, H. S.
Hansen, Thorgrin	Sullivan, S. T.
Halverson, Sewald	Sutton, Charles
Hampton, S.	Larsen, Durk
Heeley, Edward	Stakes, Edward J.
Higgins, Stephen	Snakness, Edd
Isaksen, Edward	Steels, John
Johnson, Oscar	Segulia, Matthew
Johansen, Herman	Stalls, William
Jensen, John	Young, James
Jeferesen, George	Watters, Frank
Johansen, Einar	Williamson, J.
Jacobson, John	Wilson, James

LAKE SEAMEN'S DIRECTORY.

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BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
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Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
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ERIE, PA.107 East Third Street
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CONNEAUT HARBOR, O.922 Day Street
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SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

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Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

THRIFT OF ITALIAN IMMIGRANTS.

An examination of the record of three railroad systems in New York, Pennsylvania and New Jersey for 1905 and 1906 gives accurate record of the earning and the total cost of living of large numbers of Italian laborers employed on these railroads and living under the usual commissary system. The average earnings per man for a representative month in 1906 for eighty-nine gangs, numbering 1530 men, were \$37.07. The cost of all food was \$5.30 and of rent of shanty and sundries \$1.49, or a total of \$6.79, leaving a surplus of \$30.28.

The average food consumption for the month per man of one group of thirty-four men from the above number was as follows:

Bread, pounds	34.1
Macaroni, pounds	19.3
Rice, pounds	24
Meat (sausage, corned beef and codfish)	2.31
Sardines, box	2.5
Beans, peas and lentils, pounds.....	2.06
Cheese, pounds	1.0
Fatback (lard substitute), pounds	5.13
Tomatoes, cans	2.15
Sugar, pounds	2.8
Coffee, pounds	43

The cost of this food was \$5.42 and this represents fairly the manner of living of the average Italian workman on this class of work.

The Italian laborers are said to save more money at the same wage rate than any other class of European laborers in the United States. The thrift of the Italian is indicated by his method of living. The amount of his savings is indicated to some extent by the money orders sent from this country to Italy. The total amount of money orders sent in 1906 to all countries was \$62,435,343, and of this \$36,798,562, or 58.9 per cent, went to Italy and the Slavic countries. The total amount of these money orders, sent to Italy, was \$16,239,134, while the amount sent to Austria-Hungary and Russia was \$20,559,428, the number of natives of those countries in the United States being about double those from Italy.

These sums, great as they are, represent but a part of the total savings of these laborers sent abroad. Large amounts, of which there are no records, are sent over through Italian bankers. Immense sums in the aggregate are carried over in person by immigrants who return to Italy late in the fall of each year. At least 100,000 Italians return to Italy each year for the winter months, because they find it cheaper, healthier and more satisfactory to return to Italy and spend the winter months with their families rather than be compelled to live in a crowded room in a New York tenement during the winter months without work, except for an occasional job at 20 cents an hour after a snowstorm.—Bureau of Labor Publication.

Yuan Shih-kai has again memorialized the Throne on the urgent needs of sending young men and intelligent princes and nobles of the Imperial Clansmen Court at Peking to foreign countries to study modern education, political, financial, and railway matters, etc. The Empress favors the proposal, and some twenty young men will go abroad in the spring.

Demand the union label on all products.

SCIENCE VS. THEOLOGY.

The well-known naturalist, John Burroughs, writing in the Atlantic on "The Divine Soil," expresses in eloquent and reverent fashion the doctrine that our conception of the world has been ennobled and purified by science, while the old Genesis explanation only baffled and dumfounded the searcher for truth. In many respects this pronouncement from Mr. Burroughs is very characteristic. Darwinism, while almost universally accepted, yet contains many "a bitter pill" for persons of the older persuasion. Moreover, the feeling that science is cold, without emotion, even Godless, is an inevitable corollary to certain merciless theories now and then advanced and demonstrated. "As soon as a thing is brought within our ken, and the region of our experience," says Mr. Burroughs, "it seems to lose caste and be cheapened. . . . That a man is of divine origin in a sense that no other animal is, is a conviction dear to the common mind. . . . We teach and we preach that God is in everything from the lowest to the highest and that all things are possible with him, and yet practically we deny that he is in the brute and that it is possible man should have his origin there." These are some of the objections encountered by the scientist, who, with reverent spirit seeks to clarify human knowledge. But, says Mr. Burroughs, "The conception that the spiritual has its root in the carnal does not cheapen or degrade the spiritual; it elevates the carnal, the material. To regard the soul and body as one, or to ascribe to consciousness a physiological origin, is not detracting from its divinity, it is rather conferring divinity upon the body. One thing is inevitably linked with another; the higher forms with the lower forms, the butterfly with the grub, the flower with the root, the food we eat with the thought we think, the poem we write or the picture we paint with the processes of digestion and nutrition." And again, "I fail to see why our religious brethren can not find in this history or revelation as much room for creative energy, as large a factor of the mysterious and superhuman, as in the myth of the Genesis. . . . The final mystery can not be cleared up. We can only drive it to cover." Thus it is that the soil is divine and our origin "divine," whether an act of special creation or a slow evolutionary growth through billions of years. "The hint of eternity" is in this action of the physical laws. Systems, nebula, suns and universes are dissipated and brought to birth. We can not ask, What for? "The unspeakable will not be spoken."

NEW MINERAL, ITS USES.

United States Consul F. W. Goding writes from Newcastle that in the Tinaroo district of Queensland has been discovered the valuable mineral rutile, hitherto of no commercial value. It is a titanium dioxide, containing from 70 to 98 per cent of titanic acid, chiefly depending on the quantity of iron present. Pure rutile contains 98 per cent of titanic acid and 2 per cent of iron, when the mineral is a crystalline substance resembling sealing wax. The examples found in Queensland contains 70 per cent and resemble wolfram, having a lustrous fracture and being uneven in the grain. The specific gravity of rutile is 4.2; it can not be scratched with

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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29 ERSKINE STREET, SYDNEY, N. S. W.

a knife, but can be marked with a quartz crystal. The mineral occurs with wolfram and tin, running in veins through quartz and quartzite from a mere streak to large bunches, and is worth four times the price of wolfram at the present time. The advent of flying machines driven by petrol motors at a very high velocity has proved that bearings and axles of ordinary metals submitted to at least 3000 revolutions per minute wear so rapidly and heat so quickly that the necessity has arisen for some metal to stand the strain and velocity without wearing or heating, and this has been found in the metal titanium, of which rutile is the purest ore. Samples of rutile which were tested in Sydney gave very satisfactory results.

According to an English trade journal, a certain safety-razor company of the United States is about to erect a factory at Leicester. The company have decided upon this step in order to conform with the new English patent law, which stipulates that a certain proportion of patented articles must be produced in this country. The makers are importing their patented machinery from the United States for manufacturing the razors, but will employ British labor.

WAGES REGULATED BY LAW.

With compulsory arbitration and wage fixing by courts the public has become familiar, chiefly owing to Australasian experience. In no European country, and still less in any American or Canadian community, has any attempt been made to regulate wages by statute or through judicial action controlled by legislative "standards." Canada, as readers are aware, has a system of semi-compulsory arbitration—that is, a system that prevents strikes in the public utility field pending a governmental investigation—but beyond that the Dominion has not thought of going.

It is, therefore, with great surprise that one learns of a serious and apparently successful effort that is now in progress in Great Britain—a very conservative country, in spite of much evidence to the contrary—to establish by law minimum wage standards for a certain class of industries known as "sweated industries"—tailoring, artificial-flower making and so on. A complicated and remarkable bill for the fixing of minimum wages for such industries was introduced in the Commons some time ago, and has already passed second reading.

The argument for the bill is briefly this—that in the sweated industries the wages paid are often below the level of decency and public morals and health; that the industries themselves are largely of the "parasitic" order, and that if they can not be mended society would lose nothing by ending them; that in a modern state certain practices can not be tolerated whether selfish employers find them profitable or not; that cheapness is not everything and that humanity and social propriety can not be ignored by legislators and statesmen; and that the freedom of contract and property is subject to regulation in the interest of the general welfare.

What the bill proposes to do is to create machinery for arbitration of wage disputes, at the request of either party, in the sweated industries, and provide the fixing of minimum wage scales by impartial judges. The principle, of course, applies to other industries, but there is believed to be no need of carrying it further—at present. In the other industries the conditions are not so bad and the workmen are not so weak and helpless.

But the bill has vigorous opponents outside of Parliament. These point to the danger of establishing a precedent for wage fixing by courts and officials, and to the additional danger of doing more harm than good by the measure. Employment at any wages is better than none, they argue, and what would the state do for those whom the act would deprive of work, either because of their age or lack of skill, or because of curtailed production in the regulated industries? And would not higher wages to some mean lower wages to others in industry?

The adoption of the bill would commit England to a novel and far-reaching economic social doctrine. It would be a victory for the Socialists and radicals, who believe in minimum wages for all industries.—Indianapolis Star.

The total number of vessels arriving at New York from foreign ports during the year 1907 was 4,749, of which only 726 were American, while 2,039 were British and 710 German.

MEERSCHAUM IN NEW MEXICO.

For more than a century meerschaum has been extensively used in the manufacture of pipes and cigar-holders, the principal source of supply for the material being deposits in the plains of Asia Minor about 120 miles southeast of Constantinople. This deposit is said to have been worked for other uses for more than a thousand years.

The German name meerschaum "sea foam" is paralleled in French by "écume de mer," which may be less beautifully translated "scum of the sea." The mineralogist will tell you it is sepiolite, a hydrous silicate of magnesia, but this designation will not diminish the smoker's enjoyment of his meerschaum pipe.

The ease with which meerschaum can be carved, its whiteness, and the fine polish it takes with wax render it especially suitable for elaborate carving and artistic treatment in the manufacture of pipes. These pipes are prized for the rich cream brown or brown color that the bowls assume after being smoked a while. This color is caused by the permeation through the meerschaum of the mixture of the nicotine from the tobacco with the wax used in polishing the pipe. As long as there is absorbed wax in the meerschaum the color of the pipe will grow darker and, with continued smoking, will become nearly black. It is therefore necessary to fix the color of the pipe when the proper shade is reached. The method employed to accomplish this is in part a trade secret.

The manufacture of meerschaum into pipes is a thriving industry in parts of Germany and Russia, employing more than 3000 workmen. It is said that the sources of supply of meerschaum for this industry is growing low, and the discovery of deposits of the mineral in New Mexico is therefore interesting.

Two deposits of meerschaum have been located in the upper Gila River valley, one about twenty-three miles east of north of Silver, the other at a mine about twelve miles northwest of Silver City.

Douglas B. Sterrett of the United States Geological Survey visited this mine in October, 1907, and has prepared a report on the deposit which has just been published by the survey as an advance chapter of bulletin No. 340, "Contributions to Economic Geology, 1907." The deposit lies in the bottom and walls of the canyon of Bear creek, occurring in veins, lenses, seams and balls in limestone in both nodular and massive form. The nodular meerschaum thus far tested contains iron stains and particles of grit and is inferior to the meerschaum of Asia Minor. The more compact, massive material may perhaps be found free from stains and of better quality.

Sterrett's report sketches briefly the geological relations of the deposits, describes the mode of occurrence of the meerschaum and presents the results of chemical and physical tests and analysis of the mineral.

As a preliminary step in separating the Customs and Postal administration the Chinese Government has obtained permission from Japan to have young men educated at the postal school in Tokyo. Some \$15,000 is to be spent for a dwelling for these students in Tokyo who will start with their work in the near future.

WOMEN IN GERMAN INDUSTRIES.

An official report of the Board of the Prussian Inspectors of Industry shows that 583,310 adult women were employed during the year 1906 in the industries of Prussia. This means an increase over the preceding year of 5.6 per cent, while the year 1905 showed only an increase of 4.6 per cent over the year 1904. The total number of women laborers would have reached still higher in 1906 if this had not been counteracted by the scarcity of laborers. Among the various industries employing women workers the textile branch comes first, with 120,353 adult female workers. Linen and underclothing comes next, with 77,413 women. In other lines 54,800 women were employed in chemical cleaning, 35,698 in cigar manufacturing, 26,448 in metal working, and 24,418 in factories making instruments, apparatus and machine tools. After the industries mentioned the greatest increase in the employment of female labor is found in mining and the polygraphic industry.

In regard to the coming law respecting the ten-hour working day for female labor, it will be interesting to consider what the present condition of labor is. In Prussia among trades in which most women are employed who worked more than ten hours a day, in most cases eleven hours being the rule, brick-making occupies first place, with 19,553 women workers. The sugar and jam factories also worked more than ten hours. It was the same to some extent in the textile industry, but, on the whole, this branch showed an inclination to shorten the hours of work. In all other industries it was an exception to work more than ten hours. In 1902 there were only sixty-nine factories which had adopted the English factory work period, while in the succeeding three years 471 more factories put it in force, and in 1906 267 additional factories adopted the system.

The condition of female labor in Prussia has become much better, in spite of the exceedingly high industrial activity, in that overtime has greatly diminished as compared to 1905. In 1906 there were 572 factories licensed to employ women beyond the legally prescribed hours, the number of women affected being 36,854, whereas in 1905 there were 589 such factories with 55,951 women employes.

MADAGASCAR STEAMSHIP SERVICE

United States Consul James G. Carter sends from Tamatave the details of the new steamship service for the east coast of Madagascar and that between that island and South Africa. The former, which went into effect on October 6, 1907, is subsidized at \$23,160 a year for ten years, and calls bi-monthly at the principal ports from Diego Suarez to Fort Dauphin. The other service connects Durban and Tulear, was established on October 31, and will receive a subsidy of \$15,438 for twelve trips a year. Freight and passenger rates and other particulars are on file for public information with the Bureau of Manufactures.

The Japanese Government has decided to establish a tobacco monopoly in Korea. The plan is to be entered into as soon as the Korean police are sufficiently well organized to carry out the matter, but in the meantime there is to be an increase in price to prepare the people for what is to follow.

World's Workers.

Of the 80,000 hands employed in Victorian (Australia) factories, only 50,000 are affected by the Wages Boards.

By an amended determination of the Australian Woodworkers' Wages Board, the wages of laborers have been raised from 42s to 45s a week.

The Victorian (Australia) Electrical Wiremen's Union is preparing a petition for presentation to the Minister for Labor asking for a wages board for the trade.

A procession of 8000 workmen, representing forty organizations, paraded through Madrid on May Day carrying flags and banners. There were no disorders.

The threshers of Western Australia have formed a union, with its headquarters at Casterton, and have been so far successful in raising the rate of wage from 6d an hour to 9d.

The Executive Committees of the United Furniture Trades' Society and the Plate and Stained Glass Workers' Union, of Victoria, Australia, have agreed to a proposal for the amalgamation of these two bodies.

The great object the silk interests of Lyon, France, have been aiming at is to give steady employment to the men and women of Lyon, who have been thrown out of work in the city by the introduction of looms into farm houses and the erection of large silk mills worked by steam or electricity.

The Austrian government has no old age or invalid pension system, as in Germany, though efforts are being made to get the system established. Several cotton mills, however, have instituted such systems for their own factories, and also have a graduated pension system which is arranged so that full wages are paid after forty years' service.

In 1881 a number of citizens of Lyon, France, organized a company for the purpose of furnishing the hand weavers with power looms to be run by steam, a contract being entered into that the weavers should pay a small sum per month for the new apparatus. For various reasons this society dissolved after five years of intelligent and conscientious effort.

Increased liberality is being shown in England in the care of the poor. The new workhouse in Nottingham cost \$1,250,000. The cost of maintaining paupers in workhouses increased 65 per cent from 1896 to 1907, and of relieving the poor outside of such institutions 55 per cent. The per capita cost to the people of maintaining the poor in England and Wales is now 48 cents.

In making up their report for the year 1906 the Austrian government inspectors said that many of the textile districts in Bohemia needed thirty per cent more hands than they could obtain. This condition of affairs also existed up to the latter part of 1907, when the labor supply caught up with the demand, on account of a slackening up in business due to the effects of the foreign money crisis.

An Order-in-Council has just been passed, which prohibits, on and after April 15, the landing in Canada of any person whose passage has been paid, wholly or in part, by any charitable organization out of public moneys, unless it is shown that the authority in writing of the assistant superintendent of immigration for Canada has been obtained for the immigration of such persons, and been acted on within sixty days.

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EUREKA, CAL.

White Labor Only.

INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

John Bersch, last heard of as mate of the bark Reaper in 1903, and supposed to be in Alaska, is inquired for by relatives. Address John Schultmann, Sailors' Union, San Francisco, Cal.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

John Shallow, a member of the Sailors' Union of the Pacific, last heard of at Portland, Or., in October, 1907, has become the heir to an estate and is inquired for. Anyone knowing his present whereabouts, please address Coast Seamen's Journal.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Manufactured by

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CITY OF COPENHAGEN

J. A. ANDERSON, Proprietor.

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(Inc.)

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GROCERS

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Warehouse: Bartlett Wharf,
Port Townsend, Wash.

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Dealer in

Dry Goods, Clothing, Boots and Shoes,
Hats and Caps, Gents' Furnishings and Sailors' Outfits.

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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Ahlstedt, And.	Johanson, Emll
Alfen, Knut	Johanson, Hjalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut,
Anderson, Oscar	-1295
Anderson, Sverre	Johnson, C. T.
Anderson, Bernard	Johanson, Carslen
Anderson, A. H.	Job, P.
Anderson, W. -1124	Kalnuig, J.
Anderson, James	Karlson, Victor
Anderson, A. -826	Karlson, A., 1158
Anderson, Christian	Karlson, K. G., -270
Anderson, J. -1514	Kelder, Edmund
Anderson, O. F. -1363	Kehola, Henry
Anderson, Axel P.	Kirist, Hans
Anderson, Joseph	Klahn, Chas.
Anderson, O. -1531	Knubedal, Pete
Apps, P.	Koppen, B. O.
Aunapo, E.	Krause, Erick
Aske, John	Kristoffersen, Emll
Assets, Andrew	Kummerlove, O.
Bateman, S. J.	Lakborren, Frans
Barwa, D.	Lambert, Ed.
Beck, R.	Langvordth, C.
Bengtson, J.	Larsen, I., -1947
Bee, Calin	Larson, H. J.
Behren, J.	Larson, Konrad
Benson, J. E. -1454	Lerston, J.
Birkelund, R.	Lindman, H. A.
Blomberg, Gust.	Lindholm, C., -1274
Blomquist, H.	Lindberry, Aug
Black, M. McKenzie	Lind, H. E.
Boulton, Thomas	Mayer, P. M.
Boman, Oscar	Martinsen, I.
Bohman, Erick	Matson, M. A.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Jullus	Mattson, F.
Brand, Peder	Mikelett, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Morris, E.
Bylander, Fred	Myline, P.
Carlson, A. M.	Myren, A.
Campbell, Albert	Newman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, B. T., -656	Nelson, Helge
Christensen, Albert	Nordenburg, John
Christensen, Fred	Norvel, Wm.
Christensen, Elner	Nyburg, E.
Christoffersen, John	Nurse, U. F.
Christensen, Otto,	O'Driscoll, J. J.
-1223	Ohlson, Jullus
Clemens, Geo.	Olsson, Oscar
Clewley, James	Olson, Chas.
Colby, E. E.	Olsson, E., -966
Curran, N.	Olson, H., -563
Danlelsen, Ernest	Olsson, C. O., -705
Edwards, John	Olson, Oia
Edmond, Hjalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Elison, Frank	Olson, B.
Elmeborn, Carl R.	Olson, P. O.
Eklund, P. H.	Overnk, Thos.
Elstedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Erikson, Peter	Petterson, Erik
Eslenberg, Gust	Pedersen, Myer
Falk, O. A., -479	Peterson, H., -1230
Farley, D.	Pederson, Louis
Fabuck, L.	Peterson, O. P.
Fitzgerald, Harry	Pennlingrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990.
Fraberg, Fredrik	Pleavard
Gad, V. C.	Polge, L.
Gad, S. V.	Pontynen, H.
Gataas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmundsen, Johan	Reek, John
Hardin, M.	Reymond, L.
Hankonsen, H.	Romer, Jacob
Hansen, H. M.	Rofahn, Axel
Halvorsen, Edwin	Rojenes, A. or G.
Hansen, W. -1620	Rose, W. H.
Hansen, C. Fuhr	Scott, E. G.
Hansen, Theodor	Schmah, M.
Hawkes, W. J.	Schmidt, F.
Hermansen, F.	Scherlan, R.
Hesterberg, Max	Schultz, E., -1842
Hixon, W. J.	Schon, Hans
Hjelkrem, T.	Scholgrain, J.
Hope, N.	Seppel, P.
Hogan, R.	Sibelin, C.
Hollburg, Oluf	Shane, J.
Hollgren, G. J.	Smevig, J.
Hutchison, E.	Sodroholm, A.
Jacobson, John	Staff, K.
Jamison, James	Stein, A.
Jacobson, H. J.	Syvestin, K.
Jacobson, Chas.	Sweeney, S. B.
Jorgenson, Alf.	Thorne, G.
Jordfeld, Theo. -1925	True, C. Nelson
Jorgenson, Helne	Wallace, A.
Johanson, J. F. -1462	Westman, A.
Johnson, J. J.	Wimmer, Geo.
	Winters, H.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Svanhild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

ABERDEEN, WASH.

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JEWELERS AND
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HONOLULU, H. T.

Portland, Or., Letter List.

Borge, -1568	Johansen, F. B.
Bade, Alex.	Johnson, Andrew
Boose, Paul C.	Johannesen, 1441
Behrens, Emil	Jensen, Geo. L.
Berthelsen, Alfred	Kone, Ernest
Brookman, Robert	Lindholm, Gustaf
Coye, Chas. F.	Ludlow, James
Cone, Pierre	Lettre, Honore
Connecke, Hugo	Lerch, Paul
Dahl, John	Lewis, W. J.
Espensen, E. Niels	Le Sollen, Pierre
Eriksson, E. J.	Martin, John B.
Frijland, Carl J.	McArthur, Chas. A.
Hansen, Geo. J.	Mikkelsen, J.
Holmberg, O. B.	Neuling, A.
Henriksen, Adolf	G. Nelson, Johan
Hansen, Aldan	Nilsen, Edwin
Hansen, H.	Nelson, Louis
Hassall, S. G.	Olsen, John
Hartman, Chas.	Pohlmann, Hans
Hillarion, Chas.	Petterson, John
Hegan, Paddy	Peterson, H.
Jensen, -1826	Peterson, J. A.
Jensen, Peter	Wahlstedt, -778
Jahnke, Arthur	Wilsen, Anders
Jakobsen, Ole	

INFORMATION WANTED.

Mr. Lowmeyer, late of Buena Vista,
Cal., is inquired for. Address Gust.
Dignes, Sailors' Union, San Francisco.

Rudolf Carlsen wishes to know the
whereabouts of his brother Edward
Carlsen, address, Sailors' Union, Box
65, Seattle, Wash.

Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

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(U. S. STORE)

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EMPLOYED.

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Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.

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graph promptly attended to.

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Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
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Res. Phone, Ind. X 7028.

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Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
license unlimited. Steam and sail.
American and British.

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Pt. Townsend Letter List.

Bianka, F.	Moran, Karl
Emke, Wilt	McLeod, J. C.
Hilke, Carl	Nilsen, M. V.
Jensen, Ingvald	M. Olsen, Alf.
Kuhl, H.	Phorspect
Karlsson, Karl	Stacheassen, C.
Karvonen, Lars.	Stevens, W.
Lundkvist-1014	Thorne, Richard
Ligestraim, G.	Udbye, Harvie
Moberg, Alf.	Weber, Ch. O.



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ployers agreeing to arbitrate all differ-
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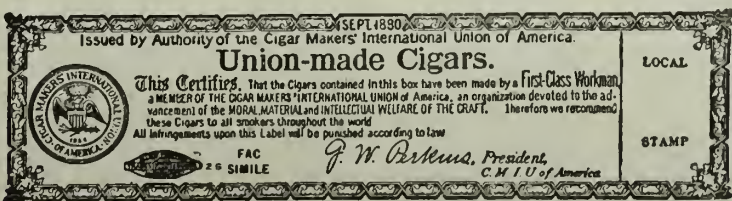
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appears on the box from which
you are served.



News from Abroad.

King Manuel of Portugal took the
oath of allegiance at Lisbon on May
6.

Sir Henry Campbell-Bannerman,
late Premier of Great Britain, died at
London, Eng., on April 22, aged 72
years.

British and Indian troops are being
mobilized for a campaign against the
fanatical tribes on the Peshawur
border.

It is understood at Berlin that the
German Government has taken the
preliminary steps to negotiate a patent
agreement with the United States.

It is reported that J. Pierpont Mor-
gan has purchased Raphael's "Ver-
fine de San Antonio de Padora" for
\$484,000. The picture will remain in
Italy.

A dispatch from Seoul says that M.
Griffin, an English engineer at the
French gold mine at Songchoen, has
been attacked, wounded and robbed
by Korean bandits.

It is announced that Delagoa Bay,
in Portuguese East Africa, probably
will be leased to the Transvaal as an
outcome of a conference recently held
at Pretoria.

The German Imperial Government
must borrow \$250,000,000 during the
next five years, according to a state-
ment made in the Reichstag by Sec-
retary of the Treasury Sydow.

Admirers of Tolstoy have an-
nounced at St. Petersburg that an in-
ternational Tolstoy society will be or-
ganized to celebrate the author's
eightieth birthday anniversary.

The natives of the Central Annam
provinces are reported at Saigon to
be in a state of rebellion against the
local mandarin owing to the abuses
indulged in by that official.

Sixty Afghans were killed in the
fighting which took place between a
large Afghan force and the British
troops on May 3 at a point in the
Khyber Pass near Ladi-Khohatal.

President Cabrera of Guatemala
has notified representatives of the
Powers that eighteen of the persons
who recently attempted to assassinate
him have been shot to death by his
orders.

A group of Russian political prison-
ers made an attempt to regain liberty
at Alexandrovsk. Some of them were
killed, and in turn they succeeded in
striking down some of the prison
guards; but ten got away.

The Roumanian government has
laid before the Chamber of Deputies
a bill directed against the petroleum
combine. This action is a result of
the agitation against the Standard Oil
Company which the Roumanian oil
dealers have carried on for some time.

Baron Hayashi, the Japanese Min-
ister to China, has handed in another
communication from his Government
to the Chinese Foreign Board pro-
testing against the continuance of the
Chinese boycott on Japanese goods
arising from the Tatsu Maru incident.

The Banco Espanol-Filipino, of
Manila, P. I., has been robbed of \$60,-
000 in gold, presumably by employees
operating with outside accomplices,
honoring checks against nonexistent
accounts and altering the books to
conceal the frauds. One clerk has
been arrested.

The railroad administration of
Prussia has decided to electrify and
change to a standard gauge the exist-
ing lines between Magdeburg and
Leipsic and Halle and Leipsic. The
total distance is 102 miles. Lignite
will be burned to supply the power at
one of the central power stations.

Home News.

Six persons were burned to death at New York and ten persons met the same fate at Fort Wayne, Ind., on May 3.

The House of Representatives has passed a bill appropriating \$250,000 for the relief of the cyclone sufferers in the South.

The Dominion Government has submitted to Parliament a bill providing for the construction of a railroad to Fort Churchill, on Hudson's Bay.

In speaking of the crops of Western Canada, Premier Roblin recently said that never in the past thirty-one years had he seen the wheat crop in such good condition.

The United States Senate recently struck out of the Diplomatic and Consular Appropriation bill the provision for \$400,000 to obtain and equip an embassy building in Paris.

The American Tobacco Company has declared a quarterly dividend of 2½ per cent and an extra dividend of 5 per cent. This is unchanged from the corresponding quarter of last year.

A ban has been placed on rats and mice on the Panama Canal Zone in efforts to prevent bubonic plague from gaining a foothold there. Canal employees have been instructed to kill rats and mice.

The annual report of the Cincinnati and Muskingum Valley Railroad shows that under the 2-cent fare law that company lost more than three-fourths of a cent a mile on each passenger carried.

The United States Board of Food and Drug Inspection has decided that the term "mocha" should be restricted to coffee grown in that part of Arabia north and east of Hodeidah, known as Yemen.

Both branches of the Oklahoma Legislature on May 8 agreed to the anti-lobbying bill which provides that criminal action may be had on any lobbyist who does not first file his name and a statement of his business with the Legislature.

The Canadian government has decided not to press, this year, the insurance bill which was introduced at the opening of the session, and which would impose strong restrictions on American insurance companies which do a large business in Canada.

On motion of Senator Perkins the Senate on May 4 passed a joint resolution for the printing of 2000 additional copies of the report on the San Francisco fire and earthquake. There has been a big demand for this report, and 1500 requests for it are now on file.

Six express companies doing business in Indiana have brought suit in the United States District Court at Indianapolis against the members of the Railroad Commission to enjoin them from taking steps to reduce express rates in the State from 10 to 12 per cent.

At the instance of President Roosevelt the House of Representatives has adopted an amendment to the Sundry Civil bill appropriating \$350,000 instead of \$50,000 to provide experts to go over the books of interstate railroads, according to the provisions of the Hepburn Rate law.

J. Dalzell Brown, former manager of the California Safe Deposit and Trust Company, of San Francisco, pleaded guilty on April 27 to embezzling sixty-five mortgage bonds of the Sacramento Gas and Electric Company and was sentenced to eighteen months' imprisonment in San Quentin.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharnberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul
Ackerson, Peter
Akersson, Hjalmar
Ambach, Chas.
Amundsen, P.
Andersen, Oscar
Andersen, Einar
Andersen-1305
Andersen, -1233
Andersen, -1229
Andersen, -1274
Andersen, -1449
Andersen, Christian
Andersen, John
Andersen, Fred
Andersen, -1305
Andersen, John H.
Andersen, Olaf
Bacan, V.
Baillie, Joe
Bakke, M. C.
Bastion, W.
Baterman, S. J.
Bauman, Ernst
Beasang, Eugene
Becker, Fred W.
Behrens, E.
Belin, George
Belin, Eric
Belin, Oscar
Bengtsson, J.
Benson, -1611
Berg, A. C.
Bergh, Borge
Berglund, Nils P.
Bergquist, Stanley
Berkhusen, Hjalmar
Calver, W.
Carlsen, Hans
Carlsen, Hans H.
Carlson, A.
Carlson, Th.
Carlson, Axel Geo.
Carlsson, -861
Carlstrom, Arvid
Casson, Harry
Chambers, A. G.
Choate, Fred
Christensen, Albert
Christensen-1126
Dache, Paul
Dahlgren-534
Danenberg, Rudolf
Day, H. E.
DeGusey, Thomas
De St. Elmer
Desventer, Aug.
De Young, A. W.
Easton, R. W.
Eckstein, Frank
Ehrman, John
Eklund, John
Ellingsen, Fred
Engblom, John
Englund, Hjalmar
Farley, Wm.
Fercula, John
Fiksdal, Lars
Fischer, Torsten
Fitzgerald, Harry
Follis, George
Fornmann, Geo.
Forschu, Alex
Forslund, Victor
Fraasik, Aug. E.
Fradin, Louis
Francovich, Alex
Gabrielsen, Knud
Gabelson, C. W.
Gabelsen, Elling
Gabelsen, Oscar
Gad, Sophus
Garner, Jean Louis
Garten, Chris
Gartz, Wm.
Gelsler, Hans
Gerner, Hans
Gillholm, Albin
Gordell, Chris.
Haasenritter, C.
Halvorsen, -595
Halvorsen, -1439
Halvorsen, Olaf
Hamm, Edward
Hammar, F. A.
Hammond, Jack
Hansen, Frithjof
Hansen, Johan M.
Hansen, Otto W.
Hansen, H. T.
Hansen, Vilgo A.
Hansen-1729
Hansen, -1723
Hansen, -1638
Hansen, -1786
Hansen, Albert
Hansen, Peter K.
Hansen, Karl
Harties, Max
Haroldsson, -874
Hartkopf, Joseph
Hassall, S. B.
Haugen, Lars
Haugen, Albert
Heidelstein, Axel
Itfeldt, Fr.
Itwelt, Fr.
Iverson, Andreas
Jach, Paul
Jacobsen, Anton
Jacobson, Emil
Jages, -1495
Jakobsen, Kr.
Jakobsson, John Alf
Jamison, Joe
Jansen, Fred
Jansen, K.
Janson, -1779
Jarvie, W.
Jasperse, J.
Jensen, Peter
Jensen, Jas. B.
Jensen-1791
Jensen, -1893
Jensen, Geo. L.
Jensen, Edv. K.
Jensen, Axel
Anderson, A.
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Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokenson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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Labor News.

Governor Gooding of Idaho on May 6 granted a reprieve to Harry Orchard, sentenced to be hanged on the 15th, to July 2.

A meeting was recently held in Vancouver, B. C., by Japanese for the purpose of completing the organization of a Japanese servant organization.

Speaker Cannon has consented to allow bills for an anti-injunction law and to amend the Sherman Act to be reported from the Judiciary Committee.

The Mount Vernon Car Manufacturing Company resumed operations on May 11 after a shut-down of almost four months. The plant employs 1200 men.

Miners and operators of the Kanawha (W. Va.) field have reached a wage agreement continuing the scale of 1906 and the bimonthly payday. Eight thousand miners will continue work.

The first move toward a settlement of the Denver & Rio Grande shopmen's strike was made on May 5, when the company made new contracts with a committee representing the car-repairers and inspectors.

The union coopers employed by the breweries of Spokane, Wash., who went on strike on May 1 returned to work on the 2d, the employers having signed the new scale, which provides for an increase of 25 to 40 cents per day per man.

A medallion head of President Roosevelt on a bronze medal is to be awarded the Isthmian Canal employees who have rendered two years' satisfactory service on the Isthmus. On the other side of the medal is to be the seal of the Canal Zone.

The Postoffice Appropriation bill, as passed by the House of Representatives made provision for increase in the pay of letter-carriers of the sixth class from \$1100 to \$1200, and the Senate committee has extended the increase to cover clerks of the same class.

Several hundred men employed at the Philadelphia (Pa.) filtration plants will not receive their wages until Councils transfer moneys or make appropriations out of revenues for the purpose of meeting deficiencies. A wage appropriation of \$41,000 for these men has been exhausted.

Increased protection for immigrant women is urged in a report by the Immigration Committee of the Women's Trade Union League, of Chicago. It is alleged that the railroads do not assume sufficient responsibility in providing for the immigrant girl and woman to their destinations.

It is announced from the headquarters of the United Mine Workers of America that the two years' wage contract entered into at Toledo last month by the miners and operators of Western Pennsylvania, Ohio and Indiana has been ratified by a referendum vote of the locals by 77,000 to 7,000.

After voting 1452 to 128 in favor of a strike on May 2, the motormen and conductors of the Municipal Traction Company, of Cleveland, O., practically reached an agreement that will eliminate the prospect of cessation of work. The men failed to secure outright the 2 cents an hour increase in pay demanded, but are given assurance that they may anticipate an advance after the Municipal Traction Company shows a sufficient surplus.

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INFORMATION WANTED.

John Browne, a native of Courtmacsherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

John Nelson, a native of Malmö, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafet, Malmö, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

With the Wits.

"I notice that you always sit at your wife's left, Mr. Megg."

"Yes," frankly replied Mr. Megg; "that's the side her glass eye is on."

Owner: "What made that horse kick you?" Stable Boy: "I may be a fool, guv'nor, but I ain't fool enough to go back and ask him."

Curate: "I haven't seen your husband at church recently, Mrs. Bloggs. What is he doing?" Mrs. Bloggs: "E be a doin' six months, sir!"

The druggist had just filled a prescription. "I'd like a copy of that prescription," said the customer. "Guess you'll have to get it from the doctor," replied the pill compiler, "I could never read his writing."

Jim the Mendicant: "So 'elp me, sir, for three days I ain't 'ad a meal nor 'eard a kind word."

James the Magnate: "You're lucky. I've been to three City banquets and listened to twenty-four complimentary speeches."

She (watching clergyman on the golf links): "There's one thing I admire about the Rev. Mr. Holdforth. He always says what he means."

He: "Oh, no, he doesn't. When he misses the ball he generally just grits his teeth!"

The First Actor: "Lend me five shillings, old boy."

The Second Actor: "I would if I thought you'd ever be able to pay it back, but—"

The First Actor: "Pay it back! Great Scot! In the play I'm booked for next week I have to steal five thousand in the first act."

Not Bigoted.—"Phot is this I see. Moike?" asked Mr. O'Kelly, "And is it dhrinkin' whisky yez are? Sure it only was yestherday ye tould me ye way a tay-totler."

"Well, you're right, Mr. O'Kelly," said Mike; "it's quite right ye are. I am a taytotler, it's thrue, but, begorry, I'd have ye understand I—I—I'm not a bigoted taytotler."

Doctor: "From now you may let your husband have a glass of beer every day—you undertsand?"

Wife: "Yes, doctor; just one glass a day."

Doctor (a week later): "Now, I hope you have kept strictly to that one glass per day that I allowed your husband to take?"

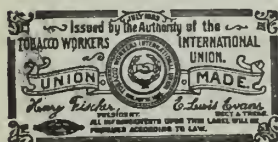
Wife: "Most decidedly, doctor—only he is four weeks in advance with his allowance."

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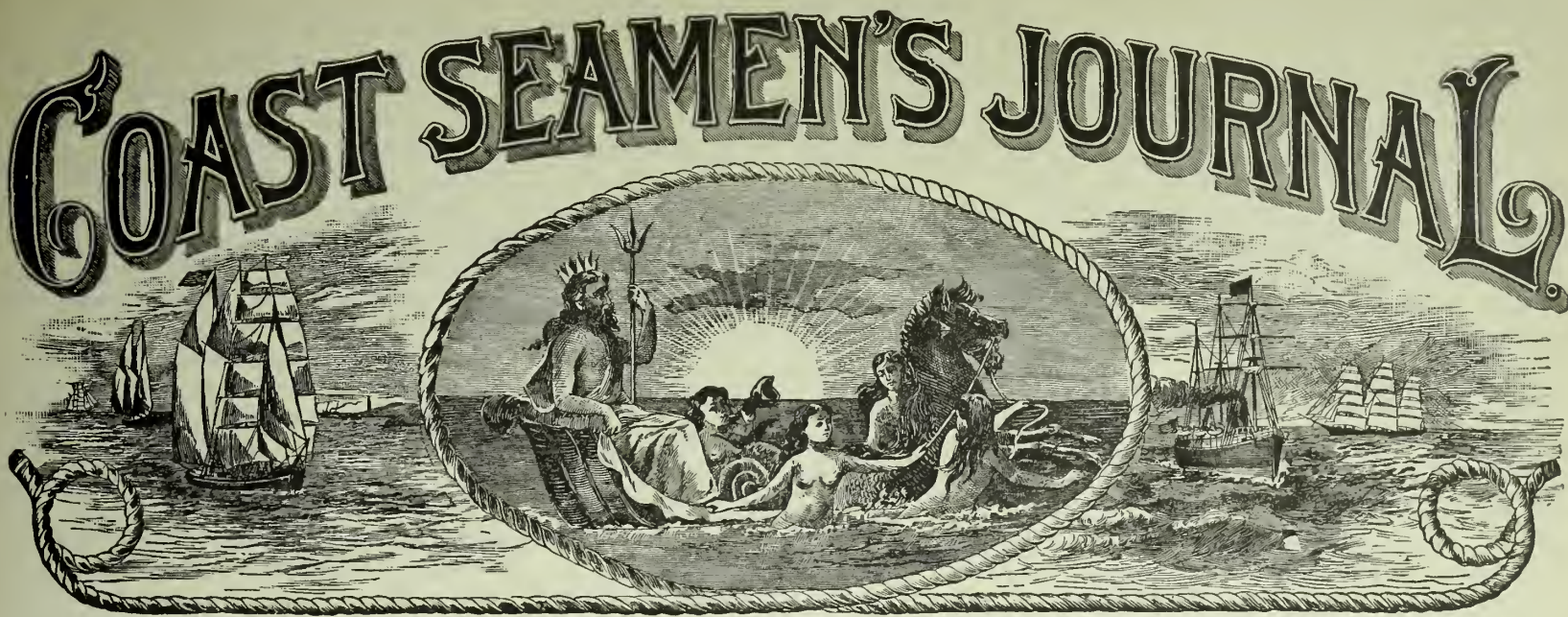
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VOL. XXI, No. 35.

SAN FRANCISCO, WEDNESDAY, MAY 20, 1908.

Whole No. 1065.

LABOR AND POLITICS.

THE probable attitude of organized labor toward the political parties, always a question of interest to the public and of concern to the politicians, is at present a matter of particular importance to the country at large, and especially to the members of organized labor. Expressions of opinion upon this question, to be valuable as a guide to future action in the field of politics, must be well considered in themselves and must emanate from responsible sources. Such an expression is contained in an editorial published in the current issue of the "Iron-Molders' Journal." We quote the views of Editor Frey in full, as follows:

As a result of the activities of the anti-union associations of employers, and the pressure they have brought to bear on the State and national legislatures, and particularly through the decisions of the United States Supreme Court during the present year, a critical period has been reached in the American trade-union movement.

It is plainly evident that unless certain laws, such as the Sherman Anti-Trust Act, are amended, and laws enacted which will modify the court's power and authority to issue injunctions in connection with industrial disputes, the trade-unions will find themselves open and unprotected from the attacks of their opponents, and so hedged about by the law and the courts that their progress will be seriously impeded and their very existence threatened.

Unless the right to organize and the right to strike is fully sanctioned by law, and unless the signing of trade agreements between employers and trade-unions is given a legal sanction, the workman's effort to improve his industrial condition, through organization, is placed in jeopardy.

To successfully meet the present situation and overcome existing conditions, it is absolutely essential that certain national and State legislation should be provided, and to secure this, the workmen must become more active in the political field, and the trade-unions themselves must also lend their influence. This fact is so generally recognized and accepted among organized workmen that it requires no argument or appeal to their intelligence for its acceptance.

It is in the method by which their political power is to be applied, however, that a wide difference of opinion exists, and it is highly advisable at the present time that some thought and discussion should be given to this most important question.

Before examining some of the various political programs which are recommended and urged by some of the most faithful and conscientious trade-unionists, it is proper that there should be a clear understanding of the relationship which exists between the individual members and their organization and the authority, if any, which a trade-union may exercise over its members in influencing their political action.

There are two tests which are applied to a candidate seeking membership in a trade-union, his standing as a man among men, and his ability to work at the trade. If he passes these, and obligates himself to be governed and to abide by the decision of the majority, acting in harmony

with the organization's constitution, he is accepted into full membership.

His necessary qualifications have been examined, and he has been called upon to pledge his support to whatever steps the union may take in defense of its interests, or to secure higher wages, shorter hours or improved conditions of employment, provided that such action is not in violation of the union's constitution. To this extent he surrendered his independence of action as a wage-earner, exchanging it for the valuable benefits to be derived from collective effort.

During his examination as a candidate the question of his religious and political views were not touched upon, as they would have no bearing whatever upon his qualifications for membership, questions of race, creed and party politics being excluded from the tests of qualification. His religious and political views were as much his own, and he was as free to enjoy and apply them after his initiation into a trade-union as he was before, and the constitution of his union further provided that these subjects, namely, religious topics and partisan or party politics, would never be discussed, or be subject for action by his organization.

The majority of a trade-union, acting in harmony with its constitution, has every right to bind its members to work not more than a certain number of hours per day, to prevent them from accepting less than a certain sum as wages, and to order a strike, but the majority has neither the power or the right to indorse or approve of any form of religion, for it is not a religious organization, neither has it been given the power or authority by its members to indorse or support any political party, and every attempt to do so in this country has not only resulted in failure, but where persisted upon, in the disruption of the union itself. In fact, one great factor in the upbuilding of the trade-unions has been their guarantee of political liberty to their membership, the Republican, Democrat, Populist, Socialist and Independence Leaguer working in harmony together to improve the industrial conditions of their craft.

With this brief outline of the political freedom guaranteed to each member by the trade-union, and the recognized necessity of united political action to secure the legislation required at this time, it will be well to examine the suggestions which are being made by those who desire to make organized labor's strength a practical, political factor, working in the right direction.

One step frequently suggested is the formation of a distinct Labor party, the adoption of a labor platform, and the nomination of labor candidates. Another is the indorsement of one of the existing political parties and a general effort to place its candidates in office and its policies in operation. Neither of these suggestions are practical or possible under existing conditions, even though the leaders of every national trade-union were to unanimously indorse one of them, for the workman of this country has always been free to think and act for himself in the political field, and this independence of political thought is fostered by the institutions of our nation, and as previously stated, guaranteed by the constitutions and principles of every trade-union.

The formation of an independent labor party would only result in still further dividing labor's

political strength, and the indorsement of any existing political party would engender the bitter opposition of all those who were not of that political faith. Political parties are not formed by any one's say so, neither do they acquire strength and prestige because of some one indorsement.

On the question of political parties there exists a wide difference of opinion among thoughtful and conscientious trade-unionists, as is amply demonstrated at every election. There are those who believe that the principles of the Republican party are best adapted to the nation's progress and the workman's welfare. A large number as firmly believe that in the Democratic party alone are to be found those policies which can preserve our free institutions and, protect the individual, whether employer or employee. In strong contrast with these two parties there is a most aggressive group, who firmly express their political faith under the banner of the Socialist Democratic party. Yet even among the Socialists there is political division, for some set aside the platform of the larger group and adhere to the political program of the Socialist Labor party. Not satisfied with the platforms or policies of any of these parties, there exists a large and apparently growing number, whose political support has been won by the Independence League.

Is it to be expected in view of these facts that the trade-union movement can launch another political party which in a few years would unite their membership under its banner, or that by endorsing any of the existing parties they could within reasonable time secure the legislation so urgently required at the present moment?

Is there any warrant for the assumption that an indorsement of the Independence League by the trade-unions would cause the Socialists to abandon their party for the Independence League because it had received the trade-unions' official indorsement, or is there any prospect that an indorsement of the Democratic party would lead the Republicans to forswear their party allegiance? Is there any ground for the statement that a labor party launched by the trade-unions would unite Republicans, Democrats, Socialists and Independence Leaguers under one political banner? These are the practical questions which must be answered by any one who favors trade-union activity along the lines of party politics.

Laying aside the fact that the leaders in the trade-union movement have no power or authority to take either of these steps, every experience of the past in this country would convey the assurance that such action would be to divide and weaken, rather than strengthen organized labor's political prestige.

In view of the great division of political faith among trade-unionists, and the impossibility of reconciling the diverse and antagonistic political views which they hold, what can be done to so unite their strength, that the balance of power which they hold in the industrial districts can be applied?

The only answer is found in their becoming so independent of party lines that on election day they will vote for those candidates who stand pledged to vote for the legislation required, and work for the defeat of those who are opposed to

(Continued on Page 7.)

NO COMPULSORY INVESTIGATION.

Recently we were asked our opinion of House bill 4857, introduced by Representative Townsend December 5, 1907. The bill has for its purpose compulsory investigation of all labor disputes, strikes, and lockouts, and to which we then made answer, and which is here substantially given. Ostensibly this bill has for its purpose the investigation of controversies affecting interstate commerce by commissions appointed by the President. As a matter of fact, it goes much further.

No one will pretend to say that all disputes, controversies, or strikes between employes and employers are unjustified, unnecessary, or that they have not been beneficial in their results, and yet section 7 of this bill provides that the commission shall, in addition to formulating its report, set forth the causes of the controversies, locating the responsibility therefor, and make specific recommendations to "put an end to such controversy or disturbance and PREVENT A RECURRENCE THEREOF, suggesting any legislation which the case may seem to require."

Section 6 gives the commission power to employ experts to examine accounts, books, or official reports or "to examine and report on any matter material to the investigation;" in other words, with certain other provisions of the bill, make it possible for any drag-net investigation to be gone into, which astute counsel for corporations may demand. It is true that on the surface this is apparently impartial in its application, but on the other hand, corporate employers particularly have the adaptability to so formulate their procedure as to avoid or evade the technical matters coming within the purview of the investigation of such commission; while, on the other hand, workmen and workmen's organizations usually state plainly the things they undertake to do. In the first case it may be the secret arrangement of a few; in the other it is the actions and declarations of vast numbers, which, however discreetly declared and decided, must of necessity be an open act.

Section 4 makes an apparent impartial provision—that is, the parties to any controversy shall be entitled to be present in person or "by counsel." It is seldom that organizations of labor can avail themselves of counsel of the first class. Yet these are always available to employers and great corporations.

In the history of the administration of the industrial courts of arbitration in Australasia, one of the great causes of complaint has been the very fact of the appearance of counsel in cases coming before the courts, and yet the right to appear by counsel in any procedure can not be very well denied.

Section 5 vests the commission with the same powers and to a similar extent which obtain "under the same conditions and penalties" as are vested in the Interstate Commerce Commission. When it is borne in mind that in any cases coming before the Interstate Commerce Commission, penalties imposed have thus far remained uncollected, and that in cases in which workmen are involved they have been compelled to suffer imprisonment, it is not difficult to discern how, in practice, provisions of this character would militate against the workers.

The law passed by the Canadian Parliament for the compulsory investigation of controversies between workmen and employers is subject to much adverse criticism. It is still too young in its operations to admit of justified final judgment.

In connection with this subject let us say that a friend, having the same subject in mind, addressed a letter to us in the nature of a protest against the passage of the Townsend bill or the principles involved in it, and, because it is so pertinent, let us quote what he said:

"The open door to compulsory arbitration is the official investigation and report—that is, official arbitration by the Government. The only plausible argument for officialism in labor disputes is the creation, or manufacture, of correct public opinion as to the merits of each dispute, as it arises. It is said not to be the design of the advocates of officialism to decide such controversies, but only to investigate and report, thus giving publicity to the facts. But to make a public report in such cases will necessarily involve the passing of judgment. How will these ex cathedra judgments be colored? With the press in the hands of capitalists and the official investigators holding office through political influence emanating from political bosses or political power behind whom are the large employers of labor, could labor expect a proper consideration of its side, or a fair presentation to the public of its contentions? Would not the bureau or commission become a sort of capitalistic or commercial priesthood?"

Such a law would be either thus perverted and turned against labor, or it would be a dead letter. In either aspect of the case it should be opposed.

There can be no arbitration except where the disputants mutually and voluntarily consent. The initiative should be private, not official. Voluntary arbitration, the only sort worth mentioning, is being resorted to almost every day—for this no law is needed. Here the Government—that is to say political power—should keep its hands off. Moreover, any such law, if resisted, would fail to stand the test of constitutionality.

But let the bureau, commission, or whatever it may be called, be once established, even if without compulsory jurisdiction, and a cry will at once be set up for power to enforce its decree. Therefore, the description of official investigation and report as the open door to compulsory arbitration is correct.

Now, as to arbitration boards or compulsory arbitration, let us say that organized labor of the United States has from the first opposed the policy or principle of compulsory arbitration, for compulsory arbitration is nothing more nor less than compulsory abiding by the award rendered by the arbitrators.

We hold that to enforce an award against employers backed by the law and by the Government is confiscation. On the other hand, the enforcement of an award by law and by the Government when such an award is against workmen involves compulsory enforcement of involuntary servitude, in other words slavery. Let us add that experience has demonstrated the soundness of contention of the working people of the United States. The compulsory arbitration law of New Zealand and other Australasian countries is admitted to be a failure.

About ten years ago a Mr. Lusk came to the United States and for months entered upon a campaign to convince our people, particularly the employers that they should follow in the course of New Zealand and adopt compulsory arbitration. It was our privilege at the time to be present on one of the occasions when Mr. Lusk was addressing an influential public meeting. We took the issue with him, and though made to bear the brunt of adverse criticism by the opponents to our movement and through a portion of the public press, the position we took was thought-compelling.

For several years we had to meet the advocates of compulsory arbitration in the various legislatures and in the United States Congress, as well as upon the public platform. A turn in the tide of opinion came and employers generally agreed with labor that compulsory

arbitration should not be made part of our economic or political system—that is, compulsory arbitration by the State or nation. Owing to the attitude of organized labor we have, therefore, escaped the enactment of compulsory arbitration laws in the States and the United States. Employers and those having the better understanding of industrial conditions and the industrial relations of employer and employe saw the undesirability and ineffectiveness, and, above all, the injustice of such a law.

Organized labor believes in a policy of conciliation and arbitration, but believes in arbitration only where conciliation has failed, and it contends that arbitration, when entered into, should be voluntary and labor should voluntarily and faithfully abide by an award rendered; that this is the only method to obtain and maintain the largest degree of industrial peace consistent with human liberty.

We believe in an investigation of some of the industrial disputes and controversies which arise; but the fullest advantages and best results with the least injury to the people and their rights would accrue from unofficial or quasi official investigation rather than investigation conducted by a commission created by law with power, with penalties, punishments, and what not.

It is exceedingly interesting to note to what extent some men want other men to do by law. Such a bill as the Townsend bill simply means the forerunner of an attempt at compulsory arbitration by law with all that that implies.

The Townsend bill, it is understood, has been changed by the committee having it in charge, but the changes are verbal and in no way change the essential features of the bill.

There are several other features in connection with this matter which we have now not the time to discuss here, but which, if opportunity affords, we shall present for further consideration.—American Federationist.

LIQUORS IN THE TROPICS.

Transmitting an article written by Dr. Harold H. Mann, and published in the Young Men of India, under the title "Is drink necessary for Europeans in India?" United States Consul-General William H. Michael, of Calcutta, writes:

Europeans and Americans who come to India do not need liquors to keep well; they will be better without stimulants of any kind. After nearly two years' residence here, my observations lead me to say that drinkers of spirits, wines, and malt liquors are the most susceptible to disease, especially fevers, either on the plains or in the mountains, of any class of the inhabitants. Proper regard for dress, to guard against sudden weather changes, moderation in eating, especially meats, using only filtered and boiled water, entire abstention from alcoholic, vinous, and malt liquors, and plenty of sleep, will almost invariably insure, to the average healthy person, good and uniform health, as far as fevers are concerned, and, by adding vaccination and inoculation, will go a long way toward making that person immune from contagious diseases.

It is said that the Colombian Government will soon construct a pier and breakwater at the salt works at Galera Zamba point between Cartagena and the mouth of the Magdalena River. It will cost about \$50,000.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

MERCHANT SHIPPING ACT.

It is provided by the Merchant Shipping Act, 1894, that where loss of life or personal injury is caused to any person upon a ship, or loss or damage is caused to goods upon the ship or to the ship herself by reason of the improper navigation of another ship, without the actual fault or privity of the owners, the owners of the ship in fault shall not be liable to damages beyond the following amounts:—(i) in respect of loss of life or personal injury, either alone or together with loss of or damage to ship or goods, an aggregate amount not exceeding £15 per ton or the tonnage of the ship in fault; and (ii) in respect of loss of or damage to ship or goods, whether there be also loss of life or personal injury or not, an aggregate amount not exceeding £8 a ton of such tonnage. Where it is alleged that a ship has incurred liability in respect of loss of life, personal injury, or loss of, or damage to, ship or goods, and several claims are made against the owners, the owners may apply to the High Court, and that court may determine the amount of the owners' liability and distribute the amount ratably among the several claimants. In such a case the claims for loss of life and personal injury are entitled to £7 a ton, and all claims rank equally against the other £8 a ton; so that when the claimants in respect of loss of life and personal injury have exhausted the £7 a ton, they may prove with the claimants in respect of injury to property against the other £8 a ton.

A company carrying on business as contractors hired from the owners a certain steam hopper for use in carrying out certain extensive harbor works. The contractors had the sole possession, control, and management of the hopper as if they were the owners of the vessel, though in fact they were "charterers by demise."

While the hopper was proceeding to sea with a load of clay, she came into collision with a steamship and sank her. The steamship and her cargo were lost, and of the crew of nine two were drowned and five died of exposure. The hopper was in fault, and several actions for damages were started against the contractors, by relations of the deceased men for the loss of their lives, by others for personal injuries, and by the owners of the sunk vessel and cargo. The contractors brought an action claiming a declaration that as owners of the ship in fault they were not answerable in the various actions for more than an aggregate sum of £15 a ton of the hopper's tonnage, which amounted to about £6,200. The defense to the action was that the contractors were not the "owners" of the hopper, but merely the hirers; and that not being the "owners," and being in fault, they were fully liable for all damages, and not protected by the provisions of the act limiting the liability of owners.

In the High Court this defense succeeded, and it was held that charterers by demise are not "owners" within the meaning of the act, and therefore cannot claim the benefit of the limitation of liability.

The Court of Appeal affirmed the decision of the High Court.

On further appeal to the House of Lords, however, these decisions were reversed; and it was decided that the word "owners" should not be construed in the narrow sense suggested; that it includes charterers by demise who have control of a ship, and navigate her with their own master and crew; and that the contractors were entitled to the declaration they claimed.—The Hopper No. 66; Sir John Jackson, Ltd., vs. the Owners of the steamship "Blanche" and Others, House of Lords, February 28, 1908.

ARTIFICIAL TIDAL WAVES.

Nikola Tesla bears an honored name in electrical science and has done memorable work in oscillatory currents and in connection with Hertzian waves. A few years ago, it may be remembered, he stood in the theater of the Royal Institution with oscillatory currents of unheard-of voltage playing about his unharmed head, and this taste for the sensational appears to grow with increasing years, so that now Tesla's projects nearly always have a ring of the glaring impossible, and are seldom anything more than plausible. His latest idea is that of creating an enormous tidal wave for purposes of coast defense in order to annihilate a hostile fleet. It may be assumed, remarks M. Tesla, that "thirty tons of nitroglycerin compound be employed to create the tidal disturbance. This material, weighing about twice as much as water, can be stored in a cubical tank eight feet each way, or in a spherical vessel of ten feet in diameter. * * * At the propitious moment the signal is given, the charge sunk to the proper depth and ignited. * * * The water is incompressible. The explosion propagates through the compound at the rate of three miles a second, so that the whole mass will be converted into gas before the water can give way appreciably, and a spherical bubble ten feet in diameter will form. The gaseous pressure against the surrounding water will be 20,000 atmospheres, or 140 tons to the square inch." At this point Mr. Tesla relapses into a maze of calculations of calories and power units, where it is difficult and unnecessary to follow him. He emerges presently with the resultant statement that 25,000,000 tons of water would be raised one foot, or a smaller quantity to a correspondingly greater elevation. The height and length of the wave will be determined by the depth at which the disturbance originated. Opening in the center like a volcano, the great hollows will belch forth a shower of ice. Some sixteen seconds later a valley of 600 feet depth, counted from normal ocean level, will form, surrounded by a perfectly circular swell, approximately of equal height, which will enlarge in diameter at the rate of about 220 feet per second. It is futile, concludes Mr. Tesla, pleasantly, to consider the effect on a neighboring vessel, however large. Even a navy would be destroyed.—Technical World Magazine.

The Lloyd Sabaudo (all-Italian company) announces that it has inaugurated a new express service from Genoa to Buenos Aires, with two twin-screw mail and passenger boats designed to cross in sixteen days.

SALARIES IN BRITISH MARINE.

What proves more than anything else that the lack of officers is purely a matter of £ s. d. is the fact that there is a continuous flow of our home officers to the coasts of India, China, Australia, and New Zealand, where the pay is far above the rates ruling in home waters. The mercantile fleets on these coasts are increasing year by year, and yet we never hear of any want of officers to man these ships. On the contrary, from inquiries made on the spot, I find that the supply is actually much in excess of the demand.

Again, many of our best officers go to America, become naturalized, obtain their American "tickets" and ply in American waters and in American craft, simply because the pay is almost double that obtainable on British ships.

Furthermore, there is a surprising contrast between the life of an officer in one of our steamers at home and on one of the same class running on the coasts of our colonies or in Eastern waters. In the first case the chief, second and third officers earn respectively about £9, £7, and £5 per month. Few firms supply bedding or even soap and matches. These and any little luxury must be provided by the officers themselves. There is little or no attendance and the accommodation is generally poor, although a marked change has been made in this direction of recent years by the Board of Trade. Strict attention to the ship is exacted, with few holidays, and if such are granted pay is stopped during absence from the ship. I have known some cases where, when a holiday was taken, the officer lost his berth altogether and had to hunt around again for another post. As regards his qualifications, the British officer is expected to be not only a "Jack of all trades," but a master of most. He is at once a seaman, a navigator, a carpenter, a painter, a clerk, a doctor and a lawyer, and on occasion something even of a parson.

Now let me take the case of an officer on a Colonial ship. To begin with, the pay of chief, second and third officer runs respectively to £18, £14, and £10 per month; that is to say, the rates are exactly double those ruling in a home steamer of the same class. The accommodation, too, is infinitely superior, and the ordinary little comforts, such as bedding, linen, soap, matches, and so on, are usually provided. The attendance also is much better than at home. Lastly, after a certain period of service he is granted from six to twelve months leave on half pay, with his passage to England thrown in.

It is not the lot of many officers, however, to get a footing in these first-class lines. The majority are condemned to pass their lives on tramp steamers, where, even as captains, the utmost they can earn is from £12 to £25 per month. To these men, who spend three-fourths of their lives at sea, away from home and all the joys that the word implies, the treatment accorded is a standing disgrace to the present-day ship-owner.—London Globe.

Demand the union label on all products.

Labor News.

Street-car men of Cleveland, O., went on strike on May 10, and the local system was almost completely tied up.

Two hundred pupils of a Chester (Pa.) public school recently went on strike because two of their teachers rode on boycotted trolley cars when it rained.

An agreement was reached at Butte, Mont., on May 12 between the Rocky Mountain Bell Telephone Company and the Montana unions by which the former is declared "fair" by all differences adjusted.

Pennsylvania Railroad officials at Trenton have informed 150 members of the Trenton Freight Handlers' Union that they must either give up their places or sever their connection with the union.

Two thousand employees of the St. Louis and San Francisco Railroad shops at Springfield, Mo., have been laid off for an indefinite period. The reason assigned by the company is financial depression.

Federal Judge Hunt, of Helena, Mont., on May 16 granted an injunction restraining Butte and Anaconda Typographical Unions from interfering with the business of the Butterick Publishing Company, of New York.

The strike vote taken by the North and West Side street-car men of Chicago resulted in a practically unanimous vote in favor of a walk-out. Approximately 4500 members voted. Of that number fewer than 200 votes were cast against a strike.

Eight hundred brewery workers, employed at the different breweries of Kansas City, went on strike on May 14. The strike completely tied up every brewery in the city. The workers demand an increase in wages aggregating about \$1 per week per man.

The Allegheny (Pa.) steel plant at Tarentum started up in full on May 6, giving employment to more than 1000 men. During the winter the plant had been running on half time, and for a few days it had been closed on account of repairs being made.

Union miners in and around Evansville, Ind., struck on May 14 in obedience to an order of the State convention of miners at Terre Haute. All work in Indiana except in the block coal district was suspended. Sixteen thousand miners in Indiana will be affected.

Statements by railroad operating officials indicate that as a result of the Federal sixteen-hour law, which went into effect March 4, freight trainmen have suffered a reduction of their income in numerous instances where a rearrangement of runs has necessitated the employment of additional crews.

William E. Priestly, Secretary of the Tanana (Alaska) branch of the Western Federation of Miners and editor of the miners' organ there, has been convicted of criminal libel in the United States Commissioners' Court for editorial attacks on the Tanana Club, a leading social organization of Fairbanks.

The House of Representatives on May 9 unanimously passed a Child Labor bill for the District of Columbia. The main features of the bill are as follows: No child under 14 years to work in a factory or store; no child under 16 years to work more than eight hours a day or forty-eight hours a week; no boy under 10 or girl under 16 to sell newspapers or other merchandise or engage in bootblackening on the streets.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

The steamer Edith returned to Tacoma, Wash., on May 17, from the fishing banks with 100,000 pounds of halibut after an eleven-day cruise. The schooner Admiral Dewey also returned with a good catch.

The following changes in masters were recorded at the Custom-house on May 14: Steamer Fox, Albert Hoffner, vice C. Olson; steamer Lucien, Charles A. Rusch, vice William H. Thornley.

The United States Board of Engineers for Rivers and Harbors has reported in favor of raising the height of the jetties at Humboldt Bay, Cal., to a height of twelve feet above the water. It will cost something over \$1,000,000.

The following changes of masters were recorded at the San Francisco Custom-house on May 15: Steamer San Jose, George Wandsby, vice Charles McNeil; steamer Sea Queen, T. Tonneson, vice Rasmus Rasmussen.

The schooner Helene, which left San Francisco May 2, made a fast passage to Honolulu, arriving at the Island port on the 14th, after a twelve-days' passage. The Helene took a general cargo from San Francisco and will return freighted with sugar.

The first gold shipment of the season, and incidentally the first boat to leave Fairbanks, Alaska, this spring, sailed on May 17 from the Tanana metropolis for Dawson. The boat carries between \$300,000 and \$500,000, consigned to Dexter, Horton & Co., bankers of Seattle, Wash.

Found fishing inside the three-mile limit at the north end of Vancouver Island, the American steam halibut schooner Francis Cutting, owned by the Seattle Fish and Cold Storage Company, was seized by the Canadian Fisheries cruiser Kestrel and brought to Vancouver on May 14.

Captain St. Claire, of the American ship Benjamin F. Packard, is leaving for Boston, his place having been taken by Captain Curtis, formerly of the Shenandoah. The Packard has just arrived at Seattle, Wash., with coal from Norfolk for the United States Navy Yard at Bremerton.

Announcement was made recently that, possibly in the near future, the name of the Occidental and Oriental Steamship Company will disappear from the realm of shipping activities on the Pacific, and that the cruisers of that concern will be taken over by the Pacific Mail Company.

The steamer National City put into San Francisco on May 17 after a run of fifteen hours from Fort Bragg with disabled machinery. The National City broke one of the cylinder posts on her engines shortly after she left the northern port, and in order not to lose time, proceeded straight to San Francisco without putting back for repairs.

The Pacific Coast Steamship Company's steamer Governor, looking trim and neat after her recent overhaul, sailed from San Francisco on May 13 on her first trip to Puget Sound since being laid up some months ago. When Captain R. Jepson took the Governor out she had on board nearly 450 passengers and 2000 tons of cargo, including supplies for Nome and Southeast Alaska.

The United States armored cruiser, South Dakota, built by the Union Iron Works, of San Francisco, underwent a final speed trial of four hours, under forced draft in the Santa Barbara Channel on May 16, and made a record of 22.36 knots, establishing her title for speed over her sister-ships. For four hours she steamed at an average rate of 20.36 knots, without accident or mishap.

Vessels en route and listed for Portland, Or., represent 55,994 tons, according to revised data just issued by the Merchants' Exchange of that port. All are suitable for grain carriers. Only two of the craft headed for the Willamette River are chartered to take out old crop wheat. These are the British ships Agnes Oswald and the French bark Vendee, both of which will arrive for June loading.

The departure of the British steamship Strathgyle from Portland, Or., was recently delayed by five Hindoo sailors deserting. The steamer was loaded with 3,500,000 feet of lumber for Shanghai, and the delay has entailed a loss of about \$800 to the owners of the vessel. The sailors walked ashore about an hour before the time set for sailing. The refused to return until they had been ashore for twenty-four hours.

Following is the reinsurance list, as posted at San Francisco on May 15: British bark Falklandbank, 189 days from Port Talbot for Valparaiso, 90 per cent; American ship Bangalore, 206 days from Norfolk for Honolulu, 70 per cent; bark

Adelia, 105 days from Tacoma for Valparaiso, 60 per cent; bark British Yeoman, 125 days from Sydney for San Francisco, 30 per cent; bark Surcouf, 143 days from Caleta Colosa for Hamburg, 10 per cent.

Civil Engineer C. W. Parks and Assistant Civil Engineer G. S. Burrell, United States Navy, will leave San Francisco on May 25 for Hawaii, the former officer being detached from the Portsmouth Navy Yard and the latter from the Navy Yard at Boston in order to superintend the work of establishing a naval dock yard and repair shop at Pearl Harbor. The civil engineers will conduct a survey and make borings to determine the site for the new dock.

The steamer Daisy Freeman arrived at San Francisco on May 17 with the steamer Daisy in tow. The Daisy is a brand new vessel. She was built at Willapa Harbor, whence the two vessels came to San Francisco. She is as large as her sister-ship, and will enter the Coast trade as a lumber carrier. She is owned by the Daisy Steamship Company, which is but a side company of the S. F. Freeman Steamship Company, of Coquille River.

The owners of the British bark Galena, which has been ashore at Clatsop Beach, Or., for the past year, have fixed a price for her sale, as she lies, to Captain Al Stream and he said that he believed that it was reasonable, under the circumstances, and would advise his associates to accept the offer. Captain Stream made a thorough examination of the stranded vessel and found her in the best of condition and expressed himself that it would not be a difficult matter to take her off the sands.

The Nippon Yusen Kaisha is to invade the Atlantic, according to recent advices. It is said that the Nippon Yusen Kaisha will transfer some of the steamers now on the European line from Yokohama to London and Continental ports to a transatlantic service, to be established when the nine new vessels of about 88,000 tons, three of which have been launched, are added to the European line. The vessels thus taken off that route will be employed in an Atlantic service, first an irregular line and eventually establishing a strong regular line.

The Senate Committee on Commerce decided on May 14 to report favorably the Piles bill to amend the laws concerning transportation between the ports of the Territory of Hawaii and other ports of the United States. The bill reads that "for a period of six years from the passage of this Act, passengers may be transported without penalty in foreign vessels between ports of the Territory of Hawaii and other ports of the United States, provided, however, that the provisions of this Act shall cease to be operative whenever at least three additional steamships of the United States shall have been established from the United States to Hawaii."

It is expected that the new steamer being built out of the hull of the steamer Sehorne for the Monticello Steamship Company will be ready for running by July 1. Captain Hatch, of the Monticello Company, stated recently that it was intended to have the vessel out on the Bay for certain July 4 for the holiday traffic. The five new boilers for the Sehorne were shipped from Buffalo on May 14 and will be installed at the works at Vallejo. It is possible that the Mare Island Navy Yard hoist may be requisitioned for lifting the boilers on arrival. The speed of the Sehorne is expected to approximate sixteen knots per hour. She has a length of 200 feet with a thirty-two foot beam and has a draft of six feet.

Much apprehension is felt for the safety of the American bark Willscott, Captain Brown, which left Newcastle for San Francisco 117 days ago. Although the vessel has not been reported on the overdue list by M. A. Newell & Co., 117 days is a long trip from Newcastle, even with the winds prevailing against a vessel. Shipmasters say that the northwest gales that have prevailed on the Pacific Ocean for the last few weeks are unprecedented in the length of time that they have lasted and their ferocity. The Willscott is owned by Hind, Rolph & Co. of San Francisco, and is commanded by Captain Fred Brown. She is known as a good sea vessel, and, while it is thought that she may have had a hard time in the gales of the South Seas, no apprehension is felt for her ultimate return to port.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

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WEDNESDAY, MAY 20, 1908.

FURUSETH GOES ABROAD.

Andrew Furuseth left San Francisco on the 19th inst. for Europe, according to instructions of the International Seamen's Union of America and the American Federation of Labor. He will go first to Vienna, as the representative of the International Seamen's Union in the convention of the International Transport Workers' Federation, which meets in that city in June. Later he will attend the British Trade-Union Congress, to be held at Nottingham, Eng., in September, as one of the representatives of the American Federation of Labor.

The convention of the American Federation of Labor, held at Norfolk, Va., last November, elected Comrade Furuseth as one of the two Fraternal Delegates annually chosen to represent the American labor movement in the chief representative gathering of British trade-unionists. The honor usually implied by election as Fraternal Delegate, in recognition of services rendered to the labor movement and of personal worth and ability, was hailed with great satisfaction, not only by Furuseth's immediate friends and associates, but also by the general membership of the American labor movement. No Fraternal Delegate, of all the men who have enjoyed that honor since the custom was established, in 1894, has carried with him a larger measure of confidence than that enjoyed by Comrade Furuseth on the present occasion.

The convention of the International Seamen's Union of America, held in Chicago last December, selected Comrade Furuseth to represent the maritime workers of the United States in the convention of Transport-Workers at Vienna. The object of Furuseth's journey to the Continent is two-fold, namely, to represent the American seamen in an important gathering of kindred craftsmen, and to secure first-hand information as to the conditions of the maritime workers in the leading localities of Europe. The period intervening between the conventions at Vienna and Nottingham (about two months) will be occupied in an extensive, although necessarily rapid, tour of the Continental seaports. As at present mapped out, Comrade Furuseth's itinerary

includes the following places: Christiansand, Stavanger, Bergen, Thronhjelm and Christiana, Norway; Stockholm and Malmo, Sweden; German ports on the Baltic; Copenhagen, Denmark, Hamburg and Bremerhaven, Germany; Rotterdam and Amsterdam, Holland; Antwerp, Belgium; Havre, Paris and Marseilles, France; Genoa, Italy; Fiume, Trieste and Vienna, Austria; London and Nottingham, England.

In each of these places Comrade Furuseth will collect information concerning the conditions, legal and industrial, of seamen and other classes of labor, and incidentally give the local inhabitants the benefit of his own long experience in the labor movement. To any person of ordinary industry and endurance such a tour would be an impossibility. However, those who know Furuseth's capacity for work and study will experience no misgivings as to the outcome. Comrade Furuseth will return to San Francisco in October, well stocked with information of the highest value to the labor movement of the country and particularly to the organized seamen.

The JOURNAL, speaking for the organized seamen and, in this case at least, for the labor movement of the country, salutes Comrade Furuseth with a hundred guns. May his travels be pleasant and his experiences profitable, alike to himself and his fellowmen. May he return on time, rested in body and richer in mind, to take his place again in the forefront of the American labor movement, that place which shall remain vacant until his return, and which shall ever grow larger while he remains away. Good-by and God speed!

The article, "Unions and Politics," published on page 1 of this issue, is well worth reading, as an intelligent and instructive review of the present situation in labor circles, regarded from the political standpoint. The International Molders' Journal, from which the article is reproduced, is the official publication of one of the oldest and staunchest trade-unions in the country. The writer of the article, Editor John P. Frey, is a widely recognized authority upon all methods affecting the welfare of labor. Coming from such a source, the views expressed concerning the most effective policy of the organized workers in the coming campaign must appeal strongly to every sensible man. The JOURNAL's opinion is that every vote cast for a so-called reform or independent party will be a vote counted for the party which is responsible for the failure of labor legislation in the present Congress. In order to secure the needed legislative measures, labor must use the balance of power now in its hands for the defeat of its opponents, without special reference to the merits of those in whose interest the vote is cast. Absolutely nothing—except defeat—need be expected from any attempt to unite (?) the "labor vote" under this, that or the other "reform" banner.

Comrade Furuseth has promised to keep the readers of the JOURNAL fully informed upon the incidents of his trip abroad. So far as time permits, he will write the JOURNAL from the various places visited, thus enabling his associates to keep in more or less constant touch with him during his travels.

Demand the union label as the only absolute guarantee of fair labor.

APPEAL FOR FUNDS.

The American Federation of Labor has issued an appeal for contributions to carry on the work of electing a Congress which shall enact the legislation required to protect the labor movement and advance the interests of the working class. Assuming that the members of organized labor are alive to the situation which confronts them, that they mean what they say and applaud in mass meeting, the appeal for the wherewithal to make protest effective at the ballot-box will be generously and promptly responded to. It is obvious that unless money is forthcoming, the protest of organized labor against the attitude of the Judiciary and the indifference of Congress will go for naught, except to emphasize the emptiness of said protest. "Money talks"—in politics as in everything else, and probably a little more effectively in the former than in any other instance. Money is needed in the coming campaign, not to buy votes, but to defray the thousand and one incidentals of a campaign. It is the little things that count in the aggregate, so it is the dollars of the individual workingmen that count in a struggle such as that now approaching, a struggle between "vested interests" and personal liberty.

He is a poor man and a poor citizen who can not, or will not, contribute at least a dollar toward making good the professions of loyalty to principle which are now on every tongue. One thing is certain; namely: that the interests opposed to labor will not lack for funds to carry on their campaign. Every candidate for Congress who has shown his willingness to serve the "interests" will be backed by illimitable money. Fortunately, however, the power of money is not illimitable. With a reasonable fund at the disposal of the people's candidates the machinations of the "interests" can be defeated. All that is needed to accomplish this end is a fund sufficient to do those things which are right and proper in the conduct of a political campaign. This is all that labor needs, and all that it asks. This much, and no less, will suffice, if labor would be insured against an ignominious rout, to say nothing of insuring success. The appeal of the American Federation of Labor is as follows:

AMERICAN FEDERATION OF LABOR.

Washington, D. C., May 1, 1908.

To Organized Labor and Friends in the United States:

Dear Sirs and Brothers.—You have all been apprized of the great labor conference held in this city, in which executive officers and representatives of nearly all of the International Unions and Farmers' Organizations of America assembled and presented the "Protest to Congress" and the "Address to the Wage-Workers and Farmers of America." The conference, the protest and the address are the result of the decisions of the courts of our country on the one hand, and the failure of Congress to deal effectively with the subject-matters in which the interests of the toilers of our country are so deeply affected.

Throughout the country, mass meetings were held April 19 and 20, demonstrating how greatly the workers of the United States are aroused to the situation. Resolutions clear and emphatic have been adopted, unions night after night are adopting the resolutions, reiterating the determination of labor that justice must be accorded to the workers.

Again, we strongly urge that every union and every Central Body emphasize their position and adopt resolutions and send these to their two United States Senators of their State and the Congressmen of their respective districts, and also that every union man, every working man, and every friend of labor and of justice, write a personal letter or a postal card to both the United States Senators of their State and their respective representatives in Congress. Let the Congressmen and Senators understand how keenly we all feel the injustice done us, and the neglect

which the interests of the toilers of our country are receiving at the hands of Congress.

The toilers are tired of being guaranteed:

The "right" to be discharged for belonging to a union.

The "right" to work as many hours as employers please, under any conditions which they may impose.

Labor demands the rights which are justly ours, the enactment of laws that shall safeguard our true rights and our true interests. And labor demands these rights be accorded not at some future time, but at this session of the present Congress, NOW.

The enactment of the laws which labor demands are as follows:

Amendment to the Sherman Anti-Trust law. Wilson bill, H. R. 20584.

Pearre bill, H. R. 94, to Limit and Regulate the Issuance of Injunctions.

An adequate, just and clearly defined General Employers' Liability law.

Extension of the present Eight-Hour law to all Government employes and to all employes engaged upon work done for the Federal Government, whether by contractors or sub-contractors.

Should Congress fail to respond favorably at this session and accord to the toilers the relief to which they are justly entitled, we call upon the workers and the friends of our common country to

STAND FAITHFULLY BY OUR FRIENDS AND ELECT THEM.

OPPOSE OUR ENEMIES AND DEFEAT THEM, WHETHER THEY BE—

CANDIDATES FOR PRESIDENT,

FOR CONGRESS,

OR OTHER OFFICES, WHETHER EXECUTIVE, LEGISLATIVE OR JUDICIAL.

We urge that each candidate be questioned and pledged by the workers and their friends in their own respective States and districts as to his attitude upon all subjects of importance to the toilers, whether in factory, farm, field, shop or mine.

Such a campaign, conducted by the American Federation of Labor, must necessarily involve heavy expenditures, and it can readily be understood that we can not appeal for financial assistance to others than you. You are aware that the revenues of the American Federation of Labor are exceedingly small, being but one-half cent from each member per month; in other words, six cents per year for each member. With that small revenue, all the great work of the American Federation of Labor is performed.

The toiling masses of our country are confronted by a grave situation, and we must be up and doing if we expect either Congressional relief now or to hold parties and representatives responsible for their failure to perform their duty. It must not be forgotten, to defeat our enemies and to stand by our friends is not our only purpose, but to see to it that these purposes are unquestionably accomplished, that there shall be elected to Congress and to the other offices of importance, true and tried men, men of labor, holding clear paid-up union cards.

You, as organized bodies, are urged to act promptly upon the plan of campaign outlined both in the "Protest to Congress" and in the "Address to the Workers."

This appeal for financial contributions is to organized labor generally; to central bodies and local unions as well as to every individual member. Unions which may be in a position to make large contributions should make them, but this should be no barrier to any union making a contribution, if it be but \$5, aye, if it be but \$1. If unions have no funds, or can not make appropriations from their funds for this, labor's most important campaign for right and justice, the unions should appoint committees to secure contributions and through their secretaries forward the same here.

Every one may rest assured that every dollar received will be applied to accomplish to the fullest degree to secure the rights of the workers to which they are entitled, and to make the full power of labor's position felt now and for all time to come.

Every union is urged to earnestly and promptly co-operate with the American Federation of Labor in making this campaign for justice and right successful. Let all appropriations and contributions be as generous as possible, and forward them here promptly. Let us work earnestly and zealously, to not only defeat our enemies, but also to elect a number of Congressmen in addition to the four labor Congressmen of to-day; men who are intelligent, honest, earnest, with clear unblemished union cards in their possession; men who in all circumstances may be relied upon to faithfully perform their duty in the interests of right and justice, true to the interest of our people.

Send all contributions to Frank Morrison, Secretary of the American Federation of Labor, 423-425 G street, Washington, D. C.

(Signed) SAM'L GOMPERS, President.

FRANK MORRISON, Secretary.

James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; Max Morris, Fourth Vice-President; D. A. Hayes, Fifth Vice-President; Daniel J. Keefe, Sixth Vice-President; Wm. D. Huber, Seventh Vice-President; Jos. F. Valentine, Eighth Vice-President; John B. Lennon, Treasurer,

Executive Council American Federation of Labor.

LABOR AND POLITICS.

(Continued from Page 1.)

them. This is the very thing which the business men and employers are doing today.

A most striking illustration of what has been accomplished by this independent voting is furnished by the temperance movement. For years there existed a Prohibition party, with its platforms and candidates. The churches gave their support and the most prominent citizens gave their voice and their financial assistance during the campaigns. The party had control of many of the daily papers in addition to their official organs. That this party became quite a power in some districts is undeniable, but as a political factor it was a failure, and it proved unable through its political methods of securing the legislation it sought, except in few instances.

During the past two years the prohibition movement has met with the most astounding success, for it has gained control in districts and in entire States, where previously but little had been accomplished. This great spread of prohibition legislation was only made possible by the altered political tactics of the temperance advocates: The leaders in the temperance movement had been forced to realize that their political party had weakened rather than strengthened their legislative efforts.

The former method of party politics was discarded, and in its place a purely non-partisan independent political movement, the Anti-Saloon League, was organized. The league had no political platform, and no member could be nominated by the league for public office. It was composed of men of diverse political affiliations who desired to have prohibitory legislation passed, but who on all other questions supported the political party of their choice.

What made this league such a powerful factor was its methods and tactics. When candidates for any representative office had been nominated, they were interviewed by the league's committee, and one direct question asked: "Are you in favor of prohibition, and if elected will you vote for a prohibition law?" That was all, and upon the answer given, the league's action was based. Only those who pledged themselves to vote for a prohibition law received the league's support, and all of its strength and influence was used to defeat any candidate who was either lukewarm or opposed to the prohibition movement.

As the members of the league controlled the political balance of power in almost every district, they were able through this method of accomplishing in a brief period what they had failed to achieve during those long years when their efforts to secure the legislation desired had been confined to partyism or party politics. Through its independent methods the Anti-Saloon League was able to secure the political support of all those desiring prohibition, regardless of their political affiliations.

It is by similar methods that the trade-unions must work to secure much of the legislation they desire; in this way they can unite their political strength, and by the balance of power which they control, secure the election of those who are pledged to vote for labor's measures, and defeat those opposed or indifferent to labor's welfare.

Organized labor can do nothing which would make a deeper impression upon the nation's representatives than to demonstrate their political independence and their determination to support their friends and defeat their enemies. To endeavor to launch a new political party, or to give official endorsement to any of those in existence, would so divide and weaken our strength that the dominant political parties would lose all fear of incurring our displeasure.

What is so urgently required at the present moment is legislation by the present Congress, and the united strength of the trade-union movement will be required to secure it. This legislation must be passed before the present session adjourns, or the trade-unions will find themselves almost helpless in view of the recent construction placed on the Sherman Anti-Trust law, and the continually widening sphere of action assumed by the courts of equity in granting injunctions.

"We will support our friends and defeat our enemies," is the political rallying cry which organized labor has adopted.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 11, 1908.
Situation unchanged.

A. McKECHNIE, Acting Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 12, 1908.
Shipping slack.

WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., May 7, 1908.
Shipping slow.

DANIEL SULLIVAN, Secretary.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 18, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to a survivor of the wreck of the steamer Minnie E. Kelton.

A. FURUSETH, Secretary.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, May 11, 1908.

No meeting; no quorum. Shipping dull.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, May 11, 1908.

Shipping still dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, May 11, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 10, 1908.

Shipping slack; prospects poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 11, 1908.

Situation quiet.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, May 11, 1908.

Shipping still dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, May 10, 1908.

No meeting; no quorum. Shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 11, 1908.

Shipping and prospects medium.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, May 4, 1908.

No meeting; no quorum. Shipping slack.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 14, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reports shipping medium.

EUGENE STEIDLE, Secretary.

51 Steuart St. Phone Kearny 5955.

Seattle Agency, May 7, 1908.

Shipping slow.

LEONARD NORKGAUER, Agent.
Colman Dock. P. O. Box 1335.

San Pedro Agency, May 9, 1908.

No meeting; shipping fair.

CHAS. M. DAWSON, Agent.
P. O. Box 2155.

DIED.

Christian Hansen, No. 1592, a native of Norway, aged 26, died at San Francisco, Cal., on May 6, 1908.

Joseph Matusewitsch, No. 1463, a native of Russia, aged 27, died at Aberdeen, Wash., on May 14, 1908.

Peter Panusch, No. 1158, a native of Germany, aged 31, drowned from the steamer Mariposa, at sea, April 26, 1908.

The following members are reported as having drowned in the wreck of the steamer Minnie E. Kelton, off the Oregon coast, on May 1, 1908:

Anton Eliasson, No. 549, a native of Finland, aged 27.

Jens Hansen Jensen, No. 1311, a native of Denmark, aged 27.

Frederick Johansen, No. 1877, a native of Norway, aged 26.

Albert Koske, No. 758, a native of Germany, aged 24.

Olaf Rosqvist, No. 765, a native of Sweden, aged 25.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

HOW OLD IS ANN?

How old is Ann? If one refers to the former Boston schooner of that name the answer is seventy-three years. It has been said of the Ann that she has outworn nearly 100 skippers during her long life and still is frisky. That the Ann has had a surfeit of the ups and downs goes without saying, and the best demonstration of the ability of the ancient craft to emerge from difficulties is the fact that she remains in harness and is as tight in her seams as the proverbial cup by which mariners judge a vessel's fitness of hull.

The Ann grew out of selected material, when wood was plenty and metal strong, at Pittston, Me., in 1835. The shipyard worked on honor in turning her out at ninety-two tons measurement. Originally a topsail schooner she was purchased by a State street shipping firm about forty years ago after becoming a familiar figure in coastwise transportation and had run the gamut of storms and strandings that usually make up the record of any vessels old enough to have had experience.

While the Ann was sailing out of Boston there wasn't a skipper of mature years who couldn't easily pick her out as a speck above the horizon because of the little peculiarities that identify well known vessels. And the Ann was a fast sailer, despite her years and eccentricities. Quite frequently she balked and refused to be forced against a head sea, as if complaining that her stubby bows did not fit her for such a battering. She generally got there, however, and though there were frequent changes in captains, not one of them could be made to admit that the Ann wasn't quite human in asserting her rights in storm and calm.

Eight years ago the old Ann sailed to Bermuda in seven days, the passage taking place in the winter. As if disconsolate at leaving the United States the vessel promptly sank in the foreign harbor from no particular reason except, perhaps, that the Boston firm's ledger was closed against her, or pure offishness. The Ann was raised and now serves as a coal lighter in the Bermudian port. She is practically as stout as when first built, but general repairs effected a long time ago are accountable for her condition. There is but one Ann now listed on the ship list and that is a little catboat built at Oysterville and hailing from New York.

With the coming of spring balmy zephyrs will waft northward the century-old schooner Polly, now in Chesapeake Bay. The Polly may properly be styled the Ann's aunt, if weight of years is considered. The two-master Polly is 103 years old, having been launched in Amesbury in 1805. It is claimed this craft is the oldest in the world in actual commission, and Capt. McFarland, who commands her, is rather proud that plank and treenails have held together through so long a period. The Polly was a privateer in 1812, was captured by the British, sailed to the Golden Gate in 1849 during the rush for the gold fields and has circumnavigated the globe three times, says the Boston Herald.

When one considers the diminutive proportions of the Polly her prowess as a privateer is remarkable. She is 45 tons net measurement, 61.4 feet long, 13 feet beam and 6.3 feet deep. She can be handled by a crew of

two, yet the little Polly, more than four-score years ago, under command of Capt. Jeduthun Upton of Salem, was bristling with guns as she scoured the seas, preying on British commerce until captured by his majesty's ship Phoebe, of forty-four guns. Captain and crew were taken to England and held as prisoners several months.

The Polly was built of the best white oak and was new topped in 1850. While the craft has, of course, been repaired from time to time, her timbers and planking are identical with the material used 103 years ago. Complete records of the Polly's career are being collected and preserved by the National Society of the Daughters of 1812.

It may be interesting to know that old fashioned names like Ann and Polly have not disappeared from the list of American shipping. There are eight Sarahs, the oldest built in 1844 at Essex and hailing from Mt. Desert ferry, Maine. There are six Sallies, nearly all yachts, the oldest being a sloop constructed in 1871 at Riverton, N. J., her permanent document issuing from Camden, N. J. Beside the old coasting schooner Polly there is a yacht of that name built in Tampa, Fla., and hailing from Portland, Me.

OWNERS BREAK AGREEMENT.

In connection with the agreement entered into between different vesselowners in which they are said to have signed an agreement not to place their vessels in commission before May 12, the Cleveland Plain Dealer, of May 10, says:

"The rush in the grain trade is over, and rates are flat at 1 cent on oats and 1 1-4 cents on corn. On account of the continued rain, vessels are badly bunched at elevators, and it will take three or four days to clean them up. In all, it is estimated that about 4,000,000 bushels of grain of all kinds was placed during the rush.

"Most of the charters were suppressed, and the names of the vessels will be known only in the clearance reports at the custom house. It is said that some of the steamers are owned by vesselmen who signed the agreement not to do business before May 12, and of course there is no hurry to report such charters.

"In the rush, there was some interesting horseplay to get even with companies which had signed the agreement, but were quietly seeking cargoes of grain here. The report was sent out that the Hamond Grain Company offered 1 3-4 cents on a million bushels of corn from South Chicago, to Buffalo.

"The telegraph was not swift enough for one concern, and the long distance telephone was called into use in accepting the offer. Of course, there is no Hamond Grain Company and the vesselmen's agreement was not broken in this case. One steamer was offered a cargo at an elevator, to which she could not go except she was cut into three pieces, and the charter was quickly closed, only to be withdrawn when the owner found out he was the victim of a canard."

The steamer Ward Ames left Lorain on May 7 for Duluth with the first cargo of coal to go through from any Lake Erie port this season. The leaving of the Ames marks the real opening of the local marine season.

UNDERWRITERS' RULES.

The Lake underwriters have made a number of important changes in the hull policy for this season. Last year vessels could sail at noon, April 1, but this year April 15 at midnight, was fixed at the starting time. Boats can only navigate as far as Ogdensburg, and last year they could go to Montreal.

The assurers on all vessels sailing during April are only liable for the excess of 3 per cent. on the entire value of the ship in respect of claims from damage by ice. The clause in regard to collisions says: And it is further agreed that if the ship hereby insured shall come into collision with any other ship or vessel and the assured shall in consequence thereof become liable to pay, and shall pay by way of damages to any other person or persons any sum or sums not exceeding in respect of any one such collision the value of the ship hereby insured, we, the assurers will pay the assured such proportions of such sum or sums so paid, subject to a deduction of \$500 for each accident, as our subscriptions hereto bear to the value of the ship hereby insured.

In the event of accident whereby loss or damage may result in a claim under this policy prompt notice shall be given in writing to the underwriters' surveyor, R. Parry Jones, or other surveyor appointed by him and when required by such surveyor the vessel shall be forthwith docked by the assured for survey and repair. The underwriters or their surveyor may take or may require the assured to take tenders for the repair of damage claimable under this policy, and in cases where a tender is accepted with the approval of the underwriters, the underwriters will make an allowance at the rate of 30 per cent. per annum on the insured value for the time actually lost in waiting for tenders. In the event of the assured failing to comply with the conditions of this clause or to give the required notice of survey within thirty days of each accident, 15 per cent. will be deducted from the amount of the ascertained claim.

CHANGE IN SCHEDULE.

A change in schedule has been announced by the Detroit & Cleveland Navigation Company for the steamer City of the Straits, making regular trips between Cleveland and Put-in-Bay. The boat will arrive at the island as usual at 12:45 p. m., but will remain there until 5 o'clock instead of leaving at 3:15 in the afternoon, as has been the custom. The boat will begin her regular Tuesday, Thursday and Saturday trips June 15. The same boat will be used for the moonlight rides off Cleveland on Sunday, Monday and Friday evenings.

The D. & C. Company has also established new service between Detroit and Bay City, the State of New York being scheduled to make three trips per week between these points.

The Lake Survey reports that Captain Paul Gutch of the steamer City of Rome reports through the Branch Hydrographic office at Chicago that his vessel recently struck on a sand bar with about nineteen feet of water over it, located four and one-half miles N. 47 degrees E. from the stacks of the Inland Steel Company at Indiana Harbor.

MORE APPOINTMENTS.

W. A. and A. H. Hawgood have announced the following appointments of masters and engineers for the season:

Bransford—M. A. Budd, captain; John Norton, engineer.

H. B. Nye—Ralph Nutting; George H. Miller.

J. M. Jenks—George Hayward; James M. Oag.

E. F. Holmes—Joseph E. Mahon; Charles E. Timlick.

Abraham Stearn—L. A. Rand; George Whitehead.

H. B. Smith—C. C. Balfour; Thomas Braund.

Sheldon Parks—J. W. Montgomery; George Charlton.

Salt Lake City—James Owen; John Chapman.

W. A. Hawgood—W. J. Chamberlin; George Robin.

A. H. Hawgood—H. S. Shackett; Alex Wilson.

W. R. Woodford—William L. Montgomery; Henry Percival.

H. A. Hawgood—C. W. Brown; Samuel Roswell.

J. Q. Riddle—O. J. Soleau; Frank C. Ellis.

Harvey D. Goulder—George McGary; William Stewart.

Wisconsin—J. D. Green; R. R. Buchanan.

Umbria—George Robarge; Frank Randall.

H. B. Hawgood—A. C. Moy; John Hinkleman.

S. S. Curry—James Connelly; William Lowe.

CONTRACTS AND LAUNCHES.

It is reported that J. J. Boland, of Buffalo, has placed an order with the Great Lakes Engineering Works, of Detroit, for two steamers. The matter has been kept quiet, and it is not known what size the boats will be or when they will be delivered.

Mr. Boland closed a contract with the Great Lakes Company in Detroit last January for a steamer to come out in June. With the exception of the stone-carrier building for the Michigan Alkali Company, at the St. Clair plant, the contracts for the Boland boats are the only ones that have been closed this year.

All the vessels that the American Shipbuilding Company has under contract have been launched except three, and they will be dropped into the water this month. The steamer W. R. Woodford, which is building at Bay City for W. A. & A. H. Hawgood, was launched on May 16. The steamer J. F. Durston was launched at Superior the same day. The Durston is building for the Wilkinson Transit Company.

No date has been fixed for launching the steamer building at Lorain for J. J. Rardon of Chicago. All the boats will be completed and ready for business before a general start is made.

The Grand River boats operating between Grand Rapids and Grand Haven will be placed on the market to be sold. This line, that promised at first to be so successful, at last failed completely and was finally dissolved last fall. The transportation company was composed of Grand Rapids business men who believed that the Grand River route had a future.

Demand the union label on all products.

MARINE ITEMS.

Judge Quarles in the United States Court at Sturgeon Bay on May 1 decided that the Northwestern Fuel Company, which libeled the steamer Petoskey for \$1,500 for coal, had a claim of only \$75.75.

Waukegan laborers were much displeased because their services were refused on May 2 in unloading thirteen hundred ties from the steamer D. Starke. Instead of using the local men, twenty-seven longshoremen from Chicago did the work.

Captain Francis P. Hackett, head of the Hackett Wrecking Company, is dead at his home in Amherstburg, after an illness of more than a year. He was born on Bois Blanc Island, Detroit River, sixty-six years ago where his father kept the light.

The report of the sale recently of 50,000 tons of dock ore has caused some talk along the river front. The sale is reported to have been made to Southern Ohio furnaces at the October base rate. The sale does not affect the Lake carrying trade, as the ore is all on the docks ready for delivery.

The freight steamer Adam E. Cornelius, building for Boland and Cornelius of Buffalo, was launched on May 2 at the St. Clair plant of the Great Lakes Engineering Works. The Cornelius is 440 feet long, 52 feet beam, and will carry about 7,500 tons. She will be brought out by Captain Walter Brooks, of Buffalo.

The United States Senate on April 29 passed a bill providing for the regulation of seagoing barges. Senator Frye explained that there are about 400 such barges owned in the United States and through the inability of the Steamboat Inspection Service to control them they constituted a menace to navigation. He said that within the last two years sixty barges had gone to the bottom and 25 per cent of the crews were lost.

The Government engineers are now considering the proper depth of water in St. Marys River and are holding consultations with vessel men on the subject. They have talked with William Livingstone, President of the Lake Carriers' Association. L. C. Sabin, superintendent of the canals, recommends eighteen feet four inches as the maximum safe draft for vessels plying the river at the present time.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Eugene D. Kinnear, No. 13658, Lake Seamen's Union, is inquired for by Chas. E. Kinnear, 364 Fargo avenue, Buffalo, New York.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE LETTER LIST.

TONAWANDA.

List of letters remaining in the office of the Tonawanda Branch, Lake Seamen's Union, March 31, 1908.

Anderson, Edward	Johnson, Albert
Anderson, W.	Jamersin, William
Andresen, Carl	Johansson, Carl
Anderson, Oskar	Johnsen, Ole
Anderson, Frank	Jakobson, August
Anderson, Carl Antone	Johansen, Martin
Anderson, Adrian	Jenssen, Christ
Amunson, Cornelius	Justesen, Oscar
Bentsen, Albert	Kazlaski, Michael
Bentson, Abraham	Karlson, Karl A.
Bohn, A. F.	Larsen, Wharles E.
Boudon, Fred	Larsen, Hans
Brennins, K.	Lelesstad, Hansen
Brown, Clarence J.	Lundgren, Viktor
Brown, Joe.	Larsen, Louis
Brown, Fred C.	Larson, C. E.
Bentete, William A.	Laven, William
Burgess, James	Leinstad, Olof
Breman, Steve	Molaren, Fred
Coburn, John	Miller, Hans
Clare, Frank	Mathiasen, Oscar
Cunningham, John	Molseberg, Otto
Couger, Joseph	McCall, Patt
Cowan, Maurice C.	McDonald, Murdock
Churbuck, E. W.	McGuire, O. T.
Carlson, Chas.	McIntire, John
Callahan, T. C.	McLeod, Thomas
Cockran, James	McMullen, Robert
Coleman, Arthur	Nilsen, Nils B.
Cook, Henry	Ommendsen, Tollak
Christensen, Chas.	Olsen, John B.
Christensen, Loftis	Olsen, Karl Jeohan
Challanach, Ralph	Olsen, Fritzof
Donaldson, A. E.	Olsen, Johan
Duecks, Louis	Osterdahl, H. B.
Engelsen, T. M.	Org, A.
Evensen, Harry	Olsen, John L.
Frantz, Ross	Pedersen, N. A.
Green, J. S.	Peterson, A.
Gullgren, Peter	Pedersen, A. H.
Heuter, Robert	Pederson, Pete
Hansen, Einar	Parker, John E.
Hansen, P.	Pelterson, Albrecht
Hansen, Karl Otto	Raeskala, Oskar
Hansen, Amund	Rowland, Chas. W.
Hansen, Geo.	Rollo, Nelson
Hansen, A.	Ringer, Clarence
Hansen, Martin	Raukin, Joe W.
Hansen, A.	Riley, John
Hansen, Harry	Sheldon, H. S.
Hansen, Thorgrin	Sullivan, S. T.
Halverson, Sewald	Sutton, Charles
Hampton, S.	Larsen, Durr
Heeley, Edward	Stakes, Edward J.
Higgins, Stephen	Snakness, Edd
Isaksen, Edward	Steels, John
Johnson, Oscar	Segulla, Matthew
Johansen, Herman	Stalls, William
Jensen, John	Young, James
Jeferesen, George	Watters, Frank
Johansen, Einar	Williamson, J.
Jacobson, John	Wilson, James

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Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

GROWTH OF GREAT CITIES.

The growth of the capital of the Austro-Hungarian monarchy has not been as steady during the nineteenth century as that of other prosperous towns. In the last generation a change for the better was, however, observable from Austrian Statistical Records. With the new year the oldest imperial city of Europe is entering the list of the two-million giants. For, by the end of December the number of inhabitants was stated to be 1,999,912 souls. As the average increase per day is 116, the first of January, 1908, will show already a population of more than two millions. There are altogether six cities with more than two million inhabitants, viz: London, New York, Paris, Chicago, Berlin and Vienna. Which will be the seventh, we wonder?—Continental Correspondence.

Had there come into existence the London of which Lord Lansdowne's ancestor, Sir William Petty, dreamed, we should not now find an agitator on the roads seeking to encourage the unemployed in the highways and byways of distant towns to follow him hither. Our London would have been built as a city that is at unity within itself, but into which no outsider could penetrate. The danger was that by 1802 we should have a population of 5,359,000, and he suggested that it ought to be kept down to 4,690,000. Such a population, he said, would require a space of 10,500 acres, or a circle having a diameter of about four and a half miles. Then we were to have an unoccupied border of three-quarters of a mile, and were to be encompassed with a strong wall and ditch, so that not only should we be safe from the invasion of a foreign enemy; we should be able to "lord it over the rest of the country." This confederation within the walls would easily govern those without. So there would have been no coming-in of the tatterdemalions led by the gentry who love only those that do not work.—London Standard.

MILLIONS OUT OF THE AIR.

Practically to pick a hundred thousand horse-power off the tops of eight roaring blast furnaces and to use it in performing a hundred giant tasks, is the purpose of colossal apparatus now being installed in the wonderful steel plant building of Gary, Ind.

By means of a heretofore unthought of extension of the use of the blast furnace gas, the Indiana Steel Company will save and put to work a power which has been only partly used up to now, and which was once utterly wasted. And that that power will entirely displace steam, in the great mills, and the rolling of more than 2,000,000 tons of steel ingots per year will be but one portion of the work it will perform, indicates the tremendous importance of the innovation.

For every ton of pig iron which flowed for many years from the mouths of the world's blast furnaces, the power of twenty-five horses was generated—and wasted. Unrecognized, hundreds of thousands of horse-power that might have moved the machinery of half the crafts that cluster around the most useful of the metals was lost in green and yellow fireworks, before men began to see. Now, by a process that has been a growth, but which has only just reached perfection, the gas is preserved and used,

and the wheels of the whole great industry of steel-making will presently turn before its power alone.—H. G. Hunting in Technical World Magazine.

FIRST BALLOON ACROSS ALPS.

Recent achievements in the construction and handling of dirigible airships lends additional interest to long-distance ballooning, and have induced the world's foremost aeronauts to cross mountain ranges and sea channels. Most interesting among these flights are the attempts made in the course of the last few years to cross the Alps by balloon.

Apart from the scientific results to be expected from such a voyage, the possibility of enjoying the Alpine panorama in all its grandeur from a birdseye view and of passing in rapid succession from mountain summits to valleys must in fact appeal to every lover of nature. However, the difficulties attending such a flight are not inconsiderable. As the direction of the wind at a given moment is generally different in the northern and southern Alps, respectively, it had till recently been impossible to cross their whole width.

If the aeronaut were content with traversing some part of the mountain range, the task was signally simplified, as all that was necessary was to choose as starting point some place situated in the midst of the Alps. Many such voyages, of which those of Spelterini are the most famous, have been performed in the Swiss Alps, whereas the Eastern or Central Alps had so far not been traversed by any balloon or airship.

Dr. Broeckelmann of the Berlin Aeronautical Club may claim the honor of having been the first to achieve the more difficult task.—Dr. Alfred Gradenwitz in Technical World Magazine.

SOUTH POLE EXPEDITION.

Recent newspapers articles announce that fifteen Chinese ponies have been sent from Shanghai to the order of Lieutenant Shackleton, who is in command of the Nimrod conveying the expedition about to make a dash for the South Pole. The animals, with twelve sets of sleigh harness specially made to order, were supplied by a British firm in Shanghai. The ponies were shipped via Hongkong to the Bluff, New Zealand, where they will be handed over to the expedition.

The use of the ponies is said to be entirely Lieutenant Shackleton's idea, and he is taking his own farrier to shoe the animals with ice shoes. The plan is an experiment, but Lieutenant Shackleton has great hope of its success after the party reaches the solid ice. Inquiries were made regarding the capabilities of horses in freezing latitudes, and eventually Commander Shackleton decided that the Chinese pony from northern Manchuria was the best suited for the purpose.

The expedition is also provided with motor cars, and the trial between motors and ponies is in itself interesting.

There has been organized in Milan the Fabbrica Italiana Aerostati, with a capital of \$25,000, for the construction and operation of dirigible airships. A series of experiments is proposed for the purpose of developing the value of the company's dirigible, which is known as the Frassinetti type.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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YELLOW RACE AND AUSTRALIA.

The Australians, who are undeniably nervous respecting Japan and China, fearing a yellow invasion at some future day, have warmly welcomed the appearance of the American armada in the Pacific, and one Australia paper has spoken of the fleet as a strong white arm extended from America to the young Australian nation. In connection with this sentiment at the antipodes the following statement of the Australian Prime Minister, Mr. Deakin, is significant:

"The Federal Government, realizing the significance of the visit of the United States fleet to the Pacific, and the importance as regards future developments of the appearance of such a great body of warships, decided in December to send a cordial invitation to President Roosevelt inviting the presence of the fleet at the principal Australian seaports.

"If the invitation is accepted the receptions given to the fleet at Rio Janeiro and Callao will be eclipsed in Australia. A visit by the fleet would mark a new era in the history of this part of the world."

Should the fleet go to one of the great Australian ports, there is no doubt of the heartiness of the welcome that would be given it. Its presence in Australian waters would be taken to mean that white America had stretched out a hand of friendship and reassurance to white Australia.

The Australians have maintained exceedingly strict regulations in the matter of the immigration of persons of the colored races, and when a Hindoo Prince famous as a cricketer in England, went there some years ago in company with British cricketers who were to play a series of matches with Australians, a special law had to be hastily passed to permit his landing.

It is fully realized in Australia that the country owes its protection to the British navy, and it is now proposed to increase the national subsidy to the imperial fleet.

The Anglo-Japanese alliance has been most unpopular in Australia, quite as much so as among the British mercantile colonies on the Chinese coast. The Australians feel that their huge island continent is a tempting prize for the yellow race, and they are eager for assurances of sympathy, and possibility for support, from the United States. Japan very naturally resents having her people barred out of a colony of her white ally; and thus there is accumulating out there much material for future trouble.—*Mexican Herald.*

The estimate of the gold produced in the United States during last year by the Director of the Mint is \$89,620,399, against \$94,393,800 in 1906. The output of gold from the Transvaal in 1907, according to the London journal of South Africa, aggregated \$133,360,292, against \$119,618,507 in 1906, and \$61,265,575 in 1903.

The Royal Packet Navigation Company has ordered from an Amsterdam shipbuilding company a double-screw steamer, destined principally for carrying passengers between Java, Singapore and Delhi. The vessel is to carry 60 first-class, 20 second-class, and about 750 deck passengers. The speed will be 17 miles.

Demand the union label on all products.

OPERATION OF EXCLUSION LAWS.

An immigration law with restrictive features was approved March 4, 1903, and another February 20, 1907. Both of them forbade the admission of anarchists as well as various other classes of persons. According to the records of the Immigration Commissioner one anarchist was debarred in each of the fiscal years 1904, 1905 and 1906. No anarchists were debarred in 1907, but almost twice as many aliens were rejected in that year as in the year 1904. We give the record for four years: 1904, 7994; 1905, 11,879; 1906, 12,432; 1907, 13,064. The number of persons returned within three years after landing was: 1904, 479; 1905, 747; 1906, 615; 1907, 925.

A statement for the fiscal year 1907 will indicate how the causes of exclusion operate. The largest number of persons debarred come under the classification "paupers or likely to become public charges." The total for the year was 6866. Other classes follow: Loathsome or contagious diseases, 3822; contract laborers, 1434; convicts, 342; insane persons, 189; under provisions of Chinese Exclusion Act, 160; without passport, 60; idiots, 29; prostitutes, 18; polygamists, 10; persons who procure or attempt to bring in prostitutes, 1; accompanying aliens, 134. As we have seen, there were no anarchists and there were no assisted immigrants.

In noting the increase of exclusion between 1904 and 1907 it should, of course, be remembered that there has been a large increase of immigration, but the rate of increase is larger in the former case than in the latter. We should judge, therefore, that earnest efforts had been made to enforce the restrictive features of the laws.

As regards anarchists there is now an order from the Secretary of the Department of Commerce and Labor which directs immigration officials to confer with the police of their respective jurisdictions with the purpose of securing "their co-operation in an effort to rid the country of alien anarchists and criminals falling within the law relating to deportation." Special attention is called to the fact that the persons indicated are amenable to deportation within three years after they enter the country.—*Chicago Record-Herald.*

During a storm on the Pacific Coast, on May 2, the steamer Minnie E. Kelton shifted and sprung a bad leak. A huge wave struck the vessel and washed her deck and cabin, leaving the vessel waterlogged and unmanageable. Eleven of the crew were drowned, some while trying to launch a boat. Four on a raft tried to get ashore, but only one succeeded and he sustained a broken leg. The lifesaving crew of Newport, Or., took nine men off the vessel and landed them on the shore about fifteen miles north of that place. The Kelton was bound from Aberdeen to San Francisco, loaded with lumber. The Minnie E. Kelton, a screw steamer, was built at West Bay City in 1894 and was 622 gross tons, 171 feet over all and 35 feet beam.

It is reported that a company has been organized in England with a capital of \$8,760,000, composed of English and Chilean capitalists, for the purpose of further developing the nitrate fields in northern Chile. This may materially reduce the price of nitrate.

GREAT WALL OF THE ANDES.

The wall of the Andes begins at the Caribbean and runs all the way down the western edge of South America until it trails off into the Antarctic like a jagged dragon's tail. It is a very high wall and a very wide one—sometimes scores and sometimes hundreds of miles across—and except in a few places all but impassable. There is the Oroya Railroad in Central Peru, the highest in the world, which will take you from the drowsy tropical coast at breakfast time, and by early afternoon set you on the roof of the divide, shivering and breathing fast, 15,500 feet above the sea. There is a railroad up to Lake Titicacca from Molendo in Southern Peru, which crosses the shoulder of the Andes at an altitude about 1000 feet lower, and there is a railroad running down into Chile and the coast from the Bolivian plateau. The only railroad highway which crosses the continent, however, is that which climbs the Chilean mountains to the pass of Uspallata and runs thence across the pampa to Buenos Ayres. Some day this will be a through line from sea to sea, and in a dozen or more places tunnel gangs are nibbling under the upper Cordillera; but now it is open only during the summer, and even then the fourteen kilometers over the Cumbre, or summit, of the pass, must be made by stage. In winter no attempt is made to cross and from Mendoza, in the Argentine foothills, over to Los Andes on the Chilean side—about 150 miles—the road is closed.

The Andes in these parts rise to appalling heights, the loftiest of which is Aconcagua's 24,000 feet, and the pass itself is not far from 13,000—3,900 meters to be exact. During the winter—the months of our northern summer—it is buried in snow, the deadly temporal is likely at any time to whirl down on the traveler and crossing the cordillera is as different a thing from crossing it in summer as crossing a Montana prairie carpeted with spring violets is different from venturing into it during a blizzard, when a man may lose his way and freeze to death a furlong from the ranchhouse door. Whoever tries to cross after the first of June is supposed to take his life in his hands.—*Arthur Ruhl in Scribner's.*

A CANADIAN FISHING ENTERPRISE.

The formation of a \$500,000 company at Vancouver, B. C., for taking over the present fishing station, oil and cannery plant at Skidegate, British Columbia, and enlarging this station. It is announced that salmon, cod, halibut, herring, dogfish, and clams will be fished for shipment, the oil obtained being treated and barreled at the factory and the offal being turned into fertilizer. It is proposed to build a cold-storage warehouse for the preservation of fresh fish awaiting shipment, and also to equip the fishing schooners with the latest cold-storage apparatus.

The Chilean Government has begun work on double tracking the main railway line from Valparaiso to Santiago, a distance of about 100 miles, which will require a large quantity of new steel and many thousands of new ties. This, with the harbor improvements, will greatly relieve the congestion in this port, which for the past year has been a great hindrance to business.

World's Workers.

For a considerable time the question of establishing a trade-union club has engaged the attention of unionists in Melbourne, Australia. It is intended to hold a conference of all affiliated unions to further consider the project.

The executive of Sydney (Australia) Labor Council reported at a recent meeting that it had decided to wait for some announcement as to the terms of the new Arbitration bill before making any recommendations to the Council on the matter.

A minimum rate of wages has now been fixed by the Victorian (Australia) Minister for Railways for men on the railways. Mr. Bent has stated that under the new conditions no man will be asked to work longer than is absolutely necessary.

An amendment of the Victorian (Australia) Factories Act is contemplated by the Government in order that the age at which children may enter factories will coincide with the age at which they may leave school without having obtained a certificate of competency.

There is likely to be a dispute between Australian trade-unions and some of the co-operative societies over the question of union labor. It is said that the co-operative societies certainly do not go out of their way to help trade-unionism, and yet are constantly asking trade-unionists for their support.

A committee was appointed to represent the employes on the Victorian (Australia) Glassblowers' Wages Board. It is stated that the average wage of 553 employes in the trade in Victoria is 30s 8d per week, and that 231 males under 21 years of age do not get more than 13s 8d. Firemen work on an average 60 hours a week.

Painters engaged by the Victorian (Australia) Railway Department are desirous that the standard rate of wages should be fixed more in conformity with the rates ruling in other States. A deputation brought the matter under the notice of the Premier recently, and he promised if a written statement was supplied to him he would make inquiries.

The Sydney trade union painters are asking for an hourly wage of 1s 3d in place of 1s 2d—or £2 15s for a 44 hour week. The demand for the increase is based on the additional cost of living and a desire to make painters' wages uniform with most of the other building trades. A majority of the reputable employers, it is expected, will concede the increased wage.

May Day was observed in Paris by large meetings to various quarters of the city, at which orators denounced the exploitation of workmen by the capitalistic class, after which resolutions in favor of an eight-hour law and the continuation of the social revolution were adopted. The authorities forbade the street manifestations planned for the day on the boulevards.

The total output of coal in the United Kingdom in 1907 was 267,828,276 tons. The number of persons employed at the mines was 940,618—an increase of 58,273 over 1906. The demand throughout the year was active, and prices and wages were lucrative to all concerned. The strike, which put 3,600 miners out of employment in Nottinghamshire, has been settled by an amicable compromise, after heavy losses to both owners and employes.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Viekto L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

John Bersch, last heard of as mate of the bark Reaper in 1903, and supposed to be in Alaska, is inquired for by relatives. Address John Schultmann, Sailors' Union, San Francisco, Cal.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Alfsen, Knut	Johanson, Hjalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut,
Anderson, Oscar	-1295
Andersen, Sverre	Johnson, C. T.
Andersen, Bernard	Johnson, Carslen
Andersen, A. H.	Job, P.
Andersen, H. -1124	Kalnuig, J.
Andersen, W.	Karlson, Victor
Andersen, James	Karlson, A., 1158
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Andersen, Christian	Karlson, K. A., -551
Andersen, J. -1514	Kelder, Edmund
Anderson, O. F. -1363	Kehola, Henry
Anderson, Axel P.	Klirst, Hans
Anderson, Joseph	Klahn, Chas.
Anderson, O. -1531	Knubedal, Pete
Apps, P.	Koppen, B. O.
Aunapo, E.	Krause, Erick
Aske, John	Kristoffersen, Emil
Assetts, Andrew	Kummerlove, O.
Bateman, S. J.	Lakborren, Frans
Barwa, D.	Lambert, Ed.
Beck, R.	Langvordth, C.
Bengtson, J.	Larsen, H. -1947
Bee, Calin	Larson, H. J.
Behren, J.	Larson, Konrad
Benson, J. E. -1454	Lerston, J.
Birkelund, R.	Lindman, H. A.
Blomberg, Gust.	Lindholm, C., -1274
Blomquist, H.	Lindberry, Aug
Black, M. McKenzie	Lind, H. E.
Boulton, Thomas	Mayer, P. M.
Boman, Oscar	Martinsen, I.
Bohman, Erick	Matson, M. A.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Julius	Mattson, F.
Brand, Peder	Mikkeleit, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Morris, E.
Bylander, Fred	Myline, P.
Carlson, A. M.	Myren, A.
Campbell, Albert	Newman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, E. T. -656	Nelson, Helge
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Christensen, Fred	Norvel, Wm.
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-1223	Ohlson, Julius
Clemens, Geo.	Ohlson, Oscar
Clewley, James	Olsen, Chas.
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Curran, N.	Olson, H., -563
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Edwards, John	Olson, Oia
Edmound, Hjalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olsen, B.
Elmeborn, Carl R.	Olsen, P. O.
Eklund, P. H.	Overnik, Thos.
Elstedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Eriksen, Peter	Peterson, Erik
Eslenberg, Gust	Peterson, Myer
Falk, O. A., -479	Peterson, H., -1230
Farley, D.	Peterson, Louis
Fabuck, L.	Peterson, O. P.
Fitzgerald, Harry	Penningrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990.
Fraberg, Fredrik	Picvard
Gad, V. C.	Polge, L.
Gad, S. V.	Pontynen, H.
Gotaas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmundsen, Johan	Reek, John
nes	Reymond, L.
Hardin, M.	Remer, Jacob
Haakonsen, H.	Rojahn, Axel
Hansen, H. M.	Rojenes, A. or G.
Halvorsen, Edwln	Rose, W. H.
Hansen, W. -1620	Scott, E. G.
Hansen, C. Fuhr	Schmah, M.
Hansen, Theoder	Schmidt, F.
Hawkes, W. J.	Scherlan, R.
Hermansen, F.	Schultz, E., -1842
Hesterberg, Max	Schon, Hans
Hixon, W. J.	Schoigrain, J.
Hjelkrem, T.	Seppel, P.
Hope, N.	Sibell, C.
Hogan, R.	Shane, J.
Hollburg, Oluf.	Smevig, J.
Hollgren, G. J.	Sodroholm, A.
Hutchinson, E.	Staff, K.
Jacobson, John	Steln, A.
Jamison, James	Syvestin, K.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Chas.	Thornie, G.
Jorgenson, Alf.	True C. Nelson
Jordfeld, Theo., -1925	Wallace, A.
Jorgenson, Helne	Westman, A.
Johanson, J. F. -1462	Wimmer, Geo.
Johnson, J. J.	Winters, H.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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Bade, Alex.	Johnson, Andrew
Boose, Paul C.	Johannesen, 1441
Behrens, Emil	Jensen, Geo. L.
Berthelsen, Alfred	Kone, Ernest
Brookman, Robert	Lindholm, Gustaf
Coye, Chas. F.	Ludlow, James
Cone, Pierre	Lettre, Honore
Connecke, Hugo	Lerch, Paul
Dahl, John	Lewis, W. J.
Espensen, E. Niels	Le Sollen, Pierre
Eriksson, E. J.	Martin, John B.
Frijland, Carl J.	McArthur, Chas. A.
Hansen, Geo. J.	Mikkelsen, J.
Holmberg, O. B.	Neuling, A.
Henriksen, Adolf	G. Nelson, Johan
Hansen, Aldan	Nilsen, Edwin
Hansen, H.	Nelson, Louis
Hassall, S. G.	Olsen, John
Hartman, Chas.	Pohlmann, Hans
Hilalion, Chas.	Petterson, John
Hegan, Paddy	Petterson, H.
Jensen, -1826	Peterson, J. A.
Jensen, Peter	Wahlstedt, -778
Jahnke, Arthur	Wilsen, Anders
Jakobsen, Ole	

INFORMATION WANTED.

Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignes, Sailors' Union, San Francisco.

Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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Hilke, Carl	Nilsen, M. V.
Jensen, Ingvald M.	Olsen, Alf.
Kuhl, H.	Phorspect
Karlsson, Karl	Stacheassen, C.
Karvonen, Lars.	Stevens, W.
Lundkvist-1014	Thorne, Richard
Ligestraim, G.	Udbye, Harvie
Moberg, Alf.	Weber, Ch. O.

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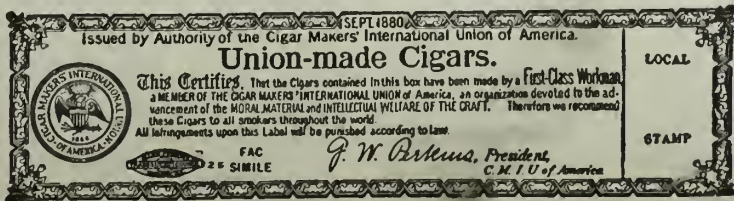
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**News from Abroad.**

A ferry-boat on the river Dnieper capsized on May 3 near Bykhoff, in the Government of Mohileff, and 120 persons were drowned.

As a result of recent naval disasters, the British Admiralty has issued orders suspending all night maneu- vers by naval vessels until further notice.

The French force under General Vigy lost thirteen men killed and sixty-five wounded during a fierce en- gagement on May 14 with the fanati- cal Arabs near Algiers.

The Budget Commission of the Russian Douma on May 16 rejected the Ministerial demand that four bat- tleships be laid down during the cur- rent year.

The British House of Commons on May 4 passed the second reading of the Licensing bill by a majority of 246 and referred the measure to the committee of the whole.

The eruption of Mount Etna con- tinues, accompanied by numerous earth shocks. The detonations have terrified the people living in the vil- lages in the vicinity of the volcano and they are camping in the open air.

Special dispatches from Paris an- nounce that Henry Farman, the Eng- lish aeronaut, who holds the aero- plane record in that country, has chal- lenged the Wright brothers to an aeroplane contest in France for a stake of \$5000.

The British House of Commons on May 6 unanimously adopted a resolu- tion urging that steps be taken for the speedy abolition of the system of licensing opium dens in Crown Colo- nies, particularly Hongkong, the Straits Settlements and Ceylon.

The military preparations now be- ing made by Russia on the Turkish frontier have attracted the attention of the foreign consuls in the Caucasus, and several of these have sent in re- ports regarding the uneasiness of the population and the expectation of trouble with Turkey.

The future relations of Denmark and Iceland have been decided upon in accordance with an agreement by which Iceland becomes a "free, autonomous and independent country, united to Denmark by common King and common interests, and forming with Denmark a state federation—the United Danish Empire."

Official denial is given of the report that agents of John D. Rockefeller are at present in St. Petersburg negotiat- ing for the construction of the Amur Railroad. The Amur bill, which pass- ed the Douma, and is now before the Council of the Empire, provides that the line shall be constructed at the State's expense and by Russians.

The Spanish Senate has passed a law against anarchism and terrorism, providing for the creation of special tribunals which shall have the power to expel from the Kingdom persons suspected of aiding the anarchistic propaganda. The law provides meas- ures for the repression of news- papers publishing articles relating to anarchism.

The vital statistics for the year 1907 show a further marked decrease in the birth rate for France, which in a century has fallen from 1,007,000 to 774,000 a year. The reduction in the number of births last year was 33,000, as against an average decrease of 12,- 000 for the last seven years. The deaths in France in 1907 totaled 793, 000—19,000 more than the total of births.

Home News.

Eugene V. Debs was nominated for President by the Socialist Party National convention at Chicago, Ill., on May 15.

It is predicted that Secretary of War Taft will be nominated for President on the first ballot at the coming Republican National Convention.

A bill appropriating \$50,000 for a memorial to Abraham Lincoln on the site of the Lincoln birthplace in Kentucky, was passed by the United States Senate on May 16.

The endowment of schools of mines and mining from proceeds of public land sales outside the irrigation States, is provided for by a bill passed by the United States Senate on May 16.

Both houses of Congress began business on May 18 with the idea that this will be the last week of the present session, but opinions as to the exact date of adjournment vary.

It is announced in Washington that an agreement has been reached by Republican leaders in Congress to permit the nomination of Secretary Taft on the first ballot in order to prevent a Roosevelt stampede.

Governor Haskell, of Oklahoma, has vetoed the Anti-Trust bill. The Senate sustained the veto. The Governor stated as his reason that the bill was so stringent that it would drive honest concerns out of business.

The right of President Roosevelt to summarily dismiss a negro soldier of the Twenty-fifth Infantry for alleged participation in the riot at Brownsville, Tex., was sustained by Judge Hough in the United States District Court at New York on May 15.

The Canadian international boundary treaty was ratified by the United States Senate on May 4. It provides for the more complete definition and demarkation of the boundary between the United States and Canada, but does not change in any way the understood existing line.

United States Senator Lodge on May 6 reported from the Committee on Foreign Relations an amendment which is intended to enable the Secretary of State to return to contributors the \$66,000 raised to ransom Miss Ellen M. Stone, an American missionary to Turkey, who was abducted by brigands on September 3, 1901.

A general arbitration treaty between the United States and Japan has been signed by Secretary Root and Ambassador Takahira. This treaty is in accordance with the idea adopted at the recent Hague conference. It will permit the arbitration at The Hague of nearly every class of dispute which may arise between the signatory powers.

Representative Norris of Nebraska has introduced a resolution to reduce and restrict the power of the Speaker of the House. The resolution amends the rules so that the standing committees of the House will be appointed by the Rules Committee instead of by the Speaker, and the Rules Committee itself will be composed of fifteen members chosen by the House.

Judge Lanning, in the United States Court at Trenton, N. J., on May 16 made an order for a rule for cause to be shown May 25 why the receivers of the Passaic Steel Company, a \$6,000,000 concern, should not cease operating the plant. The concern was run at a loss of \$54,000 in the last four months. The assets in the receivers' hands are given at about \$1,000,000.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul
Ackerson, Peter
Akersen, Hjalmar
Amundsen, Chas.
Amundsen, F.
Andersen, Oscar
Andersen, Einar
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Andersen, Christian
Andersen, John
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Andersen, -1305
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Andersen, Olaf
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Baillie, Joe
Bakke, M. C.
Bastion, W.
Baterman, S. J.
Bauman, Ernst
Beansang, Eugene
Becker, Fred W.
Behrens, E.
Belin, George
Belin, Eric
Belin, Oscar
Bengtsson, J.
Benson, -1611
Berg, A. C.
Bergh, Borge
Berglund, Nils P.
Bergquist, Stanley
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Calver, W.
Carlsen, Hans
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Chambers, A. G.
Choate, Fred
Christensen, Albert
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Day, H. E.
Dempsey, Thomas
De Sot, Elmer
Desventer, Aug.
De Young, A. W.
Easton, R. W.
Eckerlein, Frank
Ehresman, John
Ekland, -695
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Engblom, John
Englund, Hjalmar
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Fercula, John
Fiksdal, Lars
Fischer, Torsten
Fitzgerald, Harry
Follis, George
Formann, Geo.
Forschu, Alex
Fraasik, Aug. E.
Fradin, Louis
Francovich, Alex
Gabrielson, C. W.
Gabrielsen, Elling
Gabrielsen, Oscar
Gad, Sophus
Garner, Jean Louis
Garten, Chris
Gartz, Wm.
Geissler, Hans
Gerner, Hans
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Gordell, Chris.
Grawert, Johan
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Halvorsen, -1439
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Hamm, Edvard
Hammar, F. A.
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Hansen, Frithjof
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Hansen, Vilgo A.
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Itwelt, Fr.
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Jach, Paul
Jacobsen, Anton
Jacobson, Emil
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Jakobsen, John Alf
Jamison, Joe
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Jensen, Peter
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Antonsen, Hjalmar
Arden, S. F.
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Assmussen, Max
Axelsson, C. B.
Berlenz, Emil
Bertelsen, Peder
Beyerle, Ruppert
Bickel, Leonard
Blomsgoord, C. E.
Blomberg, Chas.
Bono, Viktor
Boss, L. A.
Bourbloug, Louis
Braun, Jakob
Braun, Wm.
Bregler, Fred
Brelin, Adolph
Brox, Henrik
Buaas, Thomas
Buelna, R.
Burke, Jas.
Burns, F. B.
Busch, Jens D.
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Clementz, Ole
Clyde, H. R.
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Connecke, Hugo
Coughlan, Chas.
Coward, C.
Croll, Conrad
Cs, G. E.
Iignes, Gus.
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Dorles, H.
Dorsch, Emil
Dorum, Berger
Douglas, G. A.
Engman, Chas.
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Esterberg, Gus
Frandsen, Frands
Frederick, B.
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Fredriksen, B. D.
French, J. A.
Friberg, P.
Fridlund, Johan
Fris, Chr.
Froise, J. J.
Frose, Johannes
Frose, Ellas
Green, Hilding R.
Green, Frank O.
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Gregory, P.
Griel, Bernhard
Gronman, Ivar
Gumbel, Gustav
Gundersen, Sevrin
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Holt, Karl C.
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Hustede, Heinrich
Iversen, Sigurd
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Lahmeyer, Hermann
Lahr, Otto
Lang, Chas.
Lankewitz, E.
Lantz, Gus
Larsen, Chr.
Larsen, -591
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Larsen, M.
Larsen, 1119
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Larson, Efralm
Larsson, Axel L.
Lassen, Th.
Lauritsen, Ole
Lauritzen, Anton
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Lax, Karl
Le Bloa, Sylvie
Lehtonen, J.
Mackrodt, J.
Madsen, 1593
Madsen, Chris
Madsen-1550
Magl, M.
Mahsing, W.
Mansfield, Jack
Martin-499
Martinson, David
Marz, John Henry
Mathisen, Otto
Mathisen, Hans A.
Mattler, Franz
Mattson, K. J.
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Perhemmes, A.
Schmith, A.
Schmith, F.

Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokenson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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Domestic and Naval.

The Russian Minister of Marine contemplates suspension of the volunteer fleet service between Libau and New York on account of the heavy deficits.

Barge owners along the North Atlantic Coast are organizing to stubbornly oppose any legislation having for its purpose the curtailment of barges for the transportation of coal.

The Mercy Dock Board has finally approved a big scheme for the extension of the docking facilities of Liverpool to cost over \$16,000,000. The rapidly increasing transatlantic trade has made this step necessary.

The two-masted schooner Bessie A. was wrecked on Bantam Ledges, at the entrance to Boothbay harbor, Maine, on May 1. The master and his crew of three men were taken off by the crew of the Damariscotta life-saving station.

President Roosevelt sprang a surprise and created great enthusiasm at the laying of the cornerstone of the \$1,000,000 home for the Bureau of American Republics in Washington by making an energetic plea for a big navy to preserve peace.

One of the battleships authorized by Congress in the Naval Appropriation bill, just approved by the President, will be built at the Brooklyn Navy Yard. Acting Secretary of the Navy Newberry issued orders to this effect on May 16.

Word has been received that the British bark Strathorn, Captain Iversen, bound from Kingston, St. Vincent, D. W. I., for Halifax, has been abandoned at sea and set on fire. The crew were rescued and taken back to St. Vincent.

For the second successive time the White Star liner Teutonic has defeated the Cunard liner Caronia in a race from Daunt's Rock to Sandy Hook. In the first race the Cundarder was beaten only 40 minutes, but in the last race she arrived a loser by four hours.

The Bureau of Navigation reports that 114 vessels, of 63,176 gross tons were built in the United States during April. The largest steel steam vessel included in these figures is the Isthmian, of 5,404 gross tons, built at San Francisco, Cal., for the American-Hawaiian Steamship Company.

Sir Charles Fitzpatrick, Chief Justice of the Supreme Court of Canada, will be the joint representative of Canada and Newfoundland at The Hague Tribunal to settle the Atlantic fisheries dispute with the United States. The United States member of the tribunal has not yet been announced.

In announcing, as a measure of economy, the abandonment of the building of the great 25,000-ton Atlantic liner, to have been called the Europa, for which an order was placed with Harland & Wolff at Belfast, Herr Ballin informed the shareholders of the Hamburg-American line recently that the step had involved neither forfeit money nor other costs, as only plans of the vessel had been drawn.

Several weeks ago the Navy Department, anticipating favorable action by Congress on the proposition to enlist 6000 additional men, issued instructions to naval recruiting officers to resume acceptance of candidates for enlistment. Returns indicate that there will be no difficulty in getting the men if the present ratio of applicants for enlistment continues.



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David Rosenthal and David Selwin, natives of New Orleans, are inquired for by relatives. Address, Coast Seamen's Journal.

John Browne, a native of Courtmacsherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

With the Wits.

Irregular Declension. — Mamma—
"So you've been learning all about
grammar at school to-day. Can you
tell me the plural of sugar?"
Tommie — "Why—er—lumps, of
course."—Philadelphia Press.

Freaks of the Male Animal.—
"Funny, isn't it?"
"What?"
"Call a man level-headed and he's
pleased; but call him a flathead and
he'll knock you down."—Boston
Transcript.

Not Palatable.—"This is a new
shaving soap I'm using," said the
barber. "How do you like it?"
"Applied externally," spluttered the
victim," as the brush slipped into his
mouth.—Catholic Standard and Times

Stage Presence of Mind.—The Vil-
lain (when the cartridge failed to ex-
plode)—"Take that lead pill in your
hear-rt, cur-rse you! By George!
What a wonderful invention these new
noiseless guns are!"—Puck.

Facts vs. Terms.—I've a terrible
toothache. What's good for it?"
"Nonsense! You've no toothache;
it's simply imagination."
"Well, then, confound it! What's
good for imagination?" — Boston
Transcript.

Kitty's Inexperience. — He—"Miss
Kitty, I've heard it said that a kiss
without a mustache is like an egg
without salt. Is that so?"
She—"Well, really, I don't know—
I can't tell—for in all my life I never
—"
He—"Now, now, Miss Kitty!"
She—"Never ate an egg without
salt."—Philadelphia Inquirer.

The Cause of the Fight.—"Well,"
said Mrs. Casey, proudly, "my Den-
nis was wan o' the pallbearers at the
funeral o' the rich Michael Hooligan
th'day."
"Aye!" retorted Mrs. Cassidy, jeal-
ously, "'twas well fitted fur the job,
yer husband wus; shure, he's used to
carrin' the bier that some wan else
pays fur."—Philadelphia Press.

He Thought It a Confession.—A
well-known clergyman tells the follow-
ing joke on himself: One day he was
going down town and was greeted by
one of his parishioners, who was a
little the worse off for liquor. The
clergyman turned from him with a
look of disgust and sighed:
"Drunk again?"
"So am I," stuttered the inebriated
parishioner.—Judge.

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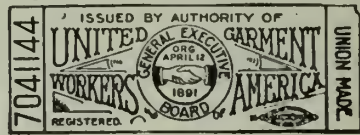


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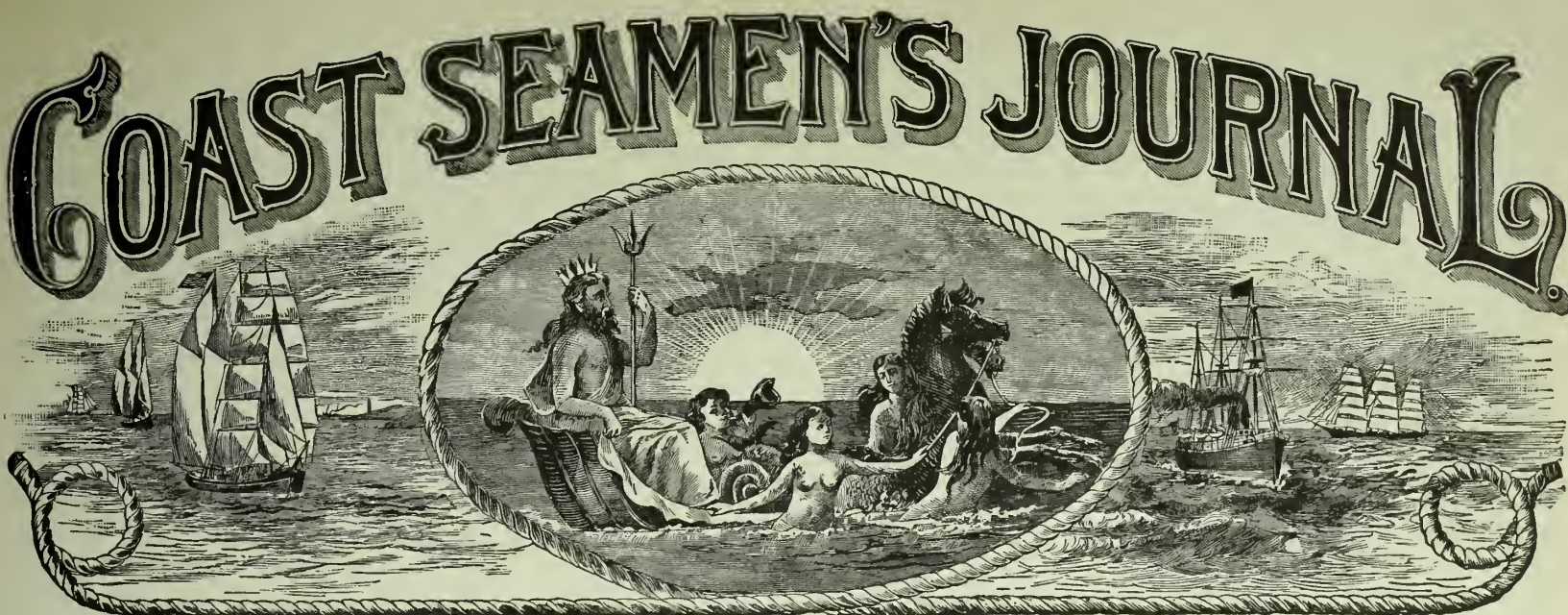
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 36.

SAN FRANCISCO, WEDNESDAY, MAY 27, 1908.

Whole No. 1066.

LABOR AND ANTI-TRUST LAW.

ON April 4, the House Judiciary Committee gave a hearing on a bill relative to amendments to the Sherman anti-trust law. Addressing himself to the subject, President Samuel Gompers submitted the following argument, which is printed verbatim from the official stenographic transcript, and reprinted from the American Federationist:

"Mr. Chairman and gentlemen of the committee, you, of course, understand that in whatever representative capacity I appear before you it is that as representing the workmen, who are organized and who undertake the effort to advance as well as protect the interests of all workmen. I say this now because, before entering into the presentation of the thoughts that I have upon the subject under consideration, I want just to make this remark in passing, and that is, that in so far as the bill presented is concerned I have had little or nothing to do in the preparation of those features dealing with corporations and associations conducted for profit and owning stock, and also with the common-carrier clauses. Nor am I willing to say that, in so far as the construction of the bill is concerned, I know enough of it to give the bill per se whatever endorsement that I can—

The Chairman: That is, its legal construction?

Mr. Gompers: Its legal construction; yes, sir. The purposes of the bill, in so far as they deal with the associations and organizations and corporations and common carriers, have my endorsement, and the fullest possible endorsement that I can give. Such purposes as, for instance, that business men may have full and free opportunity for the growth and the development of their business, and that they may conduct their business upon the assumption that it is fair and reasonable, until it is proven and demonstrated that it is otherwise.

Modern business can not be conducted upon the old notions. Development in industry does not admit of it. Development in transportation does not admit of it. The development and transmission of information does not admit of it. And, therefore, what may seem to some an anomaly that representatives of large corporations and business interests are here, in company with the representatives of workmen, advocating a line of policy to be shaped into law, yet the fact is that labor, or organized labor, if you please, has realized for a long time, and realizes now—perhaps clearer now than ever before—the necessity for the fullest and the freest hand in the operation of business and industry and the performance of labor, and that, in so far as interference by the Government is concerned, it should be of the least possible character.

Addressing myself particularly to the interests that I, in part, represent, I may say that, despite the assurances of a number of men, both Senators and members of the House of Representatives, when this Sherman anti-trust law was in its tentative and formative state, I still apprehended that lurking within those bills was the feature that covered the organizations of labor, and it was under that apprehension that, with others, I urged upon Congress the adoption of amendments to the bill in order that it might specifically be

stated in the bill that the organizations or associations of labor, instituted to regulate wages, hours of labor, and conditions of employment, and, with the organizations of farmers and horticulturists, dealing in their own products, shall be excluded from the operation of the law. This is not the language of the amendments which we suggested at the time, but they are substantially the provisions.

Mr. Alexander: Have you got that language with you?

Mr. Gompers: Yes, sir.

Mr. Alexander: Will you put it into the record?

Mr. Gompers: I can read it if you care to have it now.

Mr. Alexander: Yes; read it, and it will go into the record.

The Chairman: You will find it in Mr. Hughes' speech the other day if you do not happen to have it there handy.

Mr. Gompers: I have it in my editorial in the American Federationist. This is the amendment which Senator Sherman made as a proviso to the bill in the Senate, while in the committee of the whole, it being an amendment that was drafted and fathered by Senator George of Mississippi.

"Provided, that this Act shall not be construed to apply to any arrangements, agreements, or combinations between laborers made with a view of lessening the number of hours of labor or the increasing of their wages, nor to any arrangements, agreements, or combinations among persons engaged in horticulture or agriculture made with a view of enhancing the price of agricultural or horticultural products."

The Senate in committee of the whole amended it by inserting the words "their own," so that in so far as it applied to agriculturist and horticulturist organizations, that the arrangements, agreements, and so forth, that were made "with a view of enhancing the price of their own agricultural or horticultural products." In that shape it passed the Senate. Then the entire bill was re-referred to the Judiciary Committee of the Senate and the committee brought in a reconstructed bill in which this provision was omitted.

I say again that the assurances were given that in the form that the bill was brought before the Senate by the Judiciary Committee, and as it passed that body, that it was not applicable to the organizations of labor nor the agricultural or horticultural organizations.

Substantially as it passed the Senate the bill became a law. I want to just repeat the statement that notwithstanding the assurances that others and myself received, and contending along that line, yet I always was apprehensive that at some time the courts might so decide, that the organizations of labor and of the farmers do come under the anti-trust law. I think the chairman, Mr. Littlefield, will remember that in 1901, I believe, when the Judiciary Committee of the House had an amendment to the Sherman anti-trust law under consideration, the representatives of labor urged the adoption of an amendment which directly and affirmatively excluded the labor organizations from the operations of the then pending bill and of the existing law.

The Chairman: Yes; I remember that. I was one of the seven that voted against it.

Mr. Gompers: Yes; I believe there were nine. The Chairman: Seven or nine. You have the list there.

Mr. Gompers: Yes; it was nine. And some are not now members of Congress (laughter).

The Chairman: That is the way I understand it.

Mr. Gompers: The Sherman anti-trust law either in fact or as now construed by the Supreme Court in its decision in the case commonly known as the *Hatters' case*, makes it perfectly clear that under the construction the labor organizations come under its provision.

The Chairman: I have a copy of the opinion here if you would like the opinion itself.

Mr. Gompers: I have it. I am aware that the members of the Judiciary Committee are fully cognizant of the decision of the court, and I do not want unnecessarily to take time to read the law; but the decision of the court brings conspicuously to notice sections one, two, and seven of the Sherman anti-trust law; and for a clear presentation—or the best presentation which I can make—I find it necessary to read the three sections of the law which the court quotes in its opinion:

"Section 1. Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract or engage in any such combination or conspiracy, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court.

"Sec. 2. Every person who shall monopolize, or attempt to monopolize, or combine or conspire with any other person or persons to monopolize any part of trade or commerce among the several States or with foreign nations shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court.

"Sec. 7. Any person who shall be injured in his business or property by any other person or corporation by reason of anything forbidden or declared to be unlawful by this Act may sue therefor in any circuit court of the United States in the district in which the defendant resides or is found, without respect to the amount in controversy, and shall recover threefold the damages by him sustained and the costs of suit, including a reasonable attorney's fee."

Let me revert back for a moment to section 1, and call attention to the fact that the law as constructed, makes this fact clear: "Every contract, combination in the form of trust or otherwise"—and I want to emphasize the word "otherwise," that it need not be a trust, it need not be injurious; but the mere fact that a contract has been made in the form of a combination or in the form of a trust or otherwise. In other words it makes no difference whatever what the combination may do, whatever contract they may enter into that shall in any way restrain trade, even though it be to the advantage not only of those who par-

ticipate in the contract, but be a public benefit, it is still under the law, as construed by the court, to be an illegal combination and punishable by the various methods named in the law.

Let me read section two, omitting some words, so as to bring out the thought I have, and that I desire to present to the committee:

"Every person who shall monopolize, or attempt to monopolize . . . any part of trade or commerce among the several States or with foreign nations shall be deemed guilty of a misdemeanor, and, on conviction," punished as already stated.

In other words, an individual who undertakes to enlarge his business comes under the operation of this law. It is a curb upon individual initiative and development. The court in its decision takes the very evidence of the successful co-operation of employers with employees to maintain industrial peace as the evidence that these combinations or agreements are in restraint of trade. Indeed, Mr. Low this morning in his address to the committee called attention to the fact that the court quoted approvingly that out of 82 manufacturers of hats in the United States 70 were in agreement with the union of hat makers, as the evidence of the success of the conspiracy between employers and these organizations, the conspiracy of the men in the organizations, the men of labor in their organizations.

May I say here in passing that I am not endeavoring, nor is it my purpose to indulge in such criticism of the Supreme Court or its decision, that would directly or indirectly cast any reflection upon either the justices of the court individually or collectively. That is not my purpose nor is it in my mind.

The Chairman: As I understand it you complain of the statutes and not of the decision?

Mr. Gompers: I complain of the statutes.

The Chairman: You do not criticize the court; your criticisms are directed to legislation.

Mr. Gompers: To existing law as interpreted by the court, for until that decision it was an open or debatable question as to whether the labor organizations did come under the operations of the law.

Now, Mr. Chairman, let me say, in a word, that this so-called Sherman anti-trust law is not an anti-trust law, as its title assumes it to be. It is an anti-combination law. It is a law against associated effort; it is a law something like the law which obtained about two thousand years ago in Rome that made every form of association or organization which was not approved by the Emperor, unlawful and punishable with all sorts of penalties. Under it I might, without expressing my own opinion, for a moment adopt as my own a statement made by an organization of labor having this self-same subject under consideration:

"Against the dangerous powers of the nobles"

The Chairman: Will you give the name of the organization—or will you give that later?

Mr. Gompers: Yes. (Reading:) "Against the dangerous powers of the nobles, wise men of Europe, during the middle ages, nursed the free cities and the guilds. Against the free cities grown too powerful they raised the power of the whole people.

"It would seem reasonable that against the power of massed capital such power as may be found in organization of men, as men, might well be used to advantage. With the land monopolized, and the instruments of production and transportation grown so expensive that they can be owned and controlled only by the very rich as individuals or by combinations of capitalists, the owners of such instruments will be masters, not only industrially, but politically, nay, over life and death; unless the individual freedom of man, as man, is so protected that he may combine with others in his own interest and for the protection of individual liberty and of democratic institutions.

"As conditions now stand the worker is without tools and, usually, without land. His inherent necessities compel him to seek employment in order that he may live. Capitalists in possession of the land and the tools of production need the workers to make the former profitable. Surely, the inherent necessity of the worker may be trusted to induce him to labor on conditions that will enable him to live and reproduce his species. There is no need, and no wisdom, in converting the law into a lasso with which the worker may be caught, led to the employer and made to labor against his will.

"Judge Caldwell, in his dissenting opinion in the Oxley Stave Co. vs. Coopers' Union, truly says"—

The Chairman: Have you the number of the report of that case, so that we can make the reference?

Mr. Gompers: I have not.

The Chairman: It was in the Federal Reporter, I suppose.

Mr. Gompers (reading): "The only weapon of defense the laborers can appeal to is the strike or the boycott, or both. . . . If these weapons are withheld from them, then, indeed, are they left naked to their enemies. One class of men can not rely for protection and the maintenance of their rights upon the justice and benevolence of another class who would reap profit from their oppression. They must be in a position to compel respect, and make it to be the interest of their adversary to grant their reasonable and just demands. Laborers can only do this by making

common cause—by organization and collective action."

Mr. Davenport: I would like to have the citation of that first one.

The Chairman: Would you like to put the whole paper in?

Mr. Gompers: I only quoted a portion.

The Chairman: You can put it all in if you wish.

Mr. Gompers: It is not necessary to put in the whole paper. What I just read was from a report made by a committee of the San Francisco Labor Council to that body, and after a full discussion it was adopted unanimously.

Under the law as it now stands construed by the court, it is apprehended there is nothing which a labor organization can do in furtherance of the interests of labor, nothing which it can do in protection of the rights or interests of its members, but what is either enjoined or punishable both by fine and imprisonment. We contend that equity, power, and jurisdiction, discretionary government by the judiciary for well defined purposes and within specific limitations, granted to the courts by the Constitution, has been so extended that it is invading the field of government by law and endangering individual liberty. As government by equity, personal government, advances, republican government, government by law, recedes.

I need not say at this late stage of appearing before committees, both this honorable committee and others of Congress, that we favor the enactment of laws which shall restrict the jurisdiction of courts of equity to property and property rights, and shall so define property and property rights that neither directly nor indirectly shall there be held to be any property or property rights in labor, or the labor power of any person or persons.

Mr. Chairman, we have fallen—all of us have fallen—into the misuse of a word in our language that has led to untold confusion. We speak of the working man or the working woman, not in those terms, but as labor, labor. And under the confusion into which we have been led by reason of the use of that term—labor as applied to man and woman—comes much of the difficulties with which we have to contend. We all have seen in the press of the past week or two editorials in which the thought finds expression that there must be equality of treatment of "labor and capital." No less than a distinguished member of the present Congress introduced a bill in which there is no provision mentioned in so far as concerns the workman or the workwoman or the organizations of either—neither mentioned nor referred to; and he, too, with his great intellect and, I believe, not unkind feeling, says that such a bill would be equal in its provisions to capital as well as to labor.

Now, what is capital? I shall not attempt to give a scientific definition of the term, but simply that which we all understand. It will be good enough for all the purposes of my statement. Capital is the product of human effort, used for the purpose of producing more wealth. It may be inanimate things and is largely so.

What is labor? Is it an inanimate thing? Taking it in its accepted sense, is labor an inanimate thing? Labor is the effort of the human breathing man and woman. You can take capital and transport it to the other end of the world. You can not do that with labor. You can not differentiate the labor of the man or the woman from their breathing, respiring body and heart and brain. It is an abuse of the use of ordinary terms in our language. It is an abuse of the very essence of essential principles to place in the same category capital and labor, labor and capital.

You can make regulations for capital and the owner of capital may leave. You may not deprive even him of his own personal liberty though you make all the regulations you may so far as concerns capital; but you can not make one regulation in so far as labor is concerned, in the ordinary acceptance of that term, without it affecting the laborer—his heart, his body, his brain.

It is because of this misconception that is so prevalent that we find learned screeds in editorial columns and speeches upon the floor of Congress and elsewhere dealing with the subject with the terminology of which they are entirely deficient. It is because of this that we find editorials headed "Labor and Privilege," because we want to have the human rights accorded to us, and to which we are entitled, rights which the workmen had before the state—the ownership of himself. With the abolition of human slavery in the dim, distant past, man became owner of himself, and with the ownership of himself and in himself, he possessed the inherent ownership of his labor power, and to do with that just as he pleased—to sell it or to withhold it as best served his purpose and his interests. There may be combinations in the products of labor and these may be properly dealt with by the state in order that the rights of the people may be protected and their interests furthered.

I want to say here again that I believe it is the part of unwisdom to attempt to unwarrantably interfere by law in the conduct of the business in the interest and for the people of our country and of our time. But there must be a different concept of these two factors in human society. The one not capital, but the owner of capital, and dealing by law with capital, the product of labor; and the other, dealing with the human, the man who labors.

I see that there are manifestations of opposition to the passage of this legislation. May I say, Mr. Chairman, that I received a copy of a circular in which this bill or this legislation is denounced as the most dangerous and diabolically ingenious measure yet proposed to Congress.

Mr. Alexander: Who says that, Mr. Gompers?

Mr. Gompers: Mr. James A. Emory, counsel of the National Council for Industrial Defense.

Mr. Emory: Guilty, if your honor please.

The Chairman: He is here.

Mr. Gompers: That is not the only thing either. This was placed in my hands—I can not remember how I got it; I know I did not take it. There is only one other species of circulars that are sent through—I do not know whether it is this National Council for Industrial Defense, because this is a new title, or a new organization, I do not know which—but sent out by the same gentlemen, Mr. Emory and his colleague, Mr. Davenport, and some other gentlemen whom it is not necessary to advertise. This circular from which I quoted denounces this bill and this species of legislation. One would imagine that if these gentlemen represented employers of labor who have an intelligent conception of modern industrial conditions and modern commercial conditions, that they would gladly co-operate with the best spirits in all walks of life to try to obtain relief from an intolerable condition. But no. There are some men like that sort of piscatorial creature who swings around in the water and besmirches the entire pool. There is nothing that the labor organizations can aid in securing in the form of remedial legislation to remedy any existing evil but what will meet with the undying antagonism of these gentlemen of the legal profession whose names I have mentioned, and perhaps those whom they represent.

Mr. Emory: Amen.

Mr. Gompers: I want to advertise Mr. Emory just once more by mentioning his name. He has the facility or the adaptability of always butting in when I am talking. I do not know for what purpose; but it is a good confession to make and to have on the record. I want to repeat that there is not any legislation which the organizations of workmen can advocate to remedy an evil which is not met with their undying opposition, and to that he says "amen."

Mr. Emory: Pardon me—

Mr. Gompers: Pardon? Not now. You may need it worse sometime. I can not give it to you now.

There are some who entertain the hope that the organizations of labor will become disbanded; that their funds will be confiscated or mulcted in damages; that the earnings, the savings of some of the men, little as they may be, will be taken by decrees of the courts, and that the organizations of labor will be swept off from the face of the earth. I do not know what hopes some men entertain in that regard, but I say this, not only advisedly but from a careful study of the past history of the development of the working people of the world and their various forms of organization, and the battles that they have had to make, the obstacles which they have had to overcome, that they were outlawed, that they were criminal, that the men were punished, not only by imprisonment, not only by being branded with red-hot irons and stamped forever in servitude, but hanged to the gibbet, because they were banded together for the purpose of protecting themselves against the avarice and the tyranny of their employers.

Despite all the law that outlawed them, despite all the sentences that sent them to the jail and the branding iron and to the gallows, the organizations of labor still lived, and they will live, they will live. They have done so much to advance the interests of the working men and women and the children of the workers, they have brought so much sunshine into the homes where gloom before prevailed, that you could not drive the spirit and the feeling and the knowledge for and of labor organizations out of the hearts and minds of the working people.

Suppose it were possible that you could drive out of our lives the organizations that have protected us, our wives and our little ones, and done so much for us; suppose you would succeed by an injunction from Judge Gould in prohibiting us from declaring that the Bucks Stove and Range Company products are unfair, supposing you succeed in enjoining us and make that injunction permanent. Suppose you take our funds away by damage suits; supposing you do send us to prison because we believe that we have a right to protect that which we own, namely our power to labor; supposing you do all these things. What then? You may drive us into secret organizations, perhaps not us; but those who will follow. You may drive the men and women of labor into organizations oath-bound and secret; you may drive them into the dark.

There are two things that the American workmen have learned. One of them is some of the declaration of independence. They have been fed upon that. They are not yet satiated with it. They are more in love with it than I think most people are. The next is their organizations of labor. They love our country. They revere our institutions upon which our Republic is founded, and they know that within that Republic is their organizations of labor, their voluntary associations with their fellows that have done so much, and they are going to organize and remain organized—if not in the way that you will permit it by

(Continued on page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

SECRETARY-TREASURER'S REPORT.

Secretary-Treasurer Frazier, of the International Seamen's Union of America, has issued the following report of conditions in the respective Districts:

To the Officers and Members of the International Seamen's Union of America:

Greeting—The industrial condition of the country has improved but little if any since my last quarterly report, and on account of the depression in all industries, as well as in our own, you will note the decrease in membership, but it is nothing to be worried over, as the same is true of all organizations. There seems to be no prospects for an immediate improvement at present, and the future is uncertain, to say the least.

Organizing on the Atlantic has gone forward, and while not getting the results that we might wish, I am of opinion that a foundation is being laid, and that results will show when times get a little easier. While a large amount of money is being expended, I am sure that the returns will be fourfold in the near future.

The organizer provided for the Fishermen of the Pacific by the last convention has been placed in the field, but the most of the work that he has been doing so far has been of a legislative nature, trying to do away with the salmon traps on the Columbia River.

The situation on the Gulf is favorable to us, although the owners of foreign vessels are trying to cripple us by bringing men over from Europe at European wages to man the vessels. The latest move has been to have the men who desert brought back in irons. Our agent says, however, that if they intend to go into the "fugitive slave" business, he will try and make them live up to the rules of the game.

The situation on the Great Lakes is still in the air. The affiliated unions met the Lumber Carriers, and after holding a conference agreed to disagree. The Lake Carriers have resolved to have an "Open Shop," but they have started no vessels as yet, but say that they will start up June 1. What few boats are running on the Lakes at the present time are carrying union men at last year's conditions. Advertisements have appeared in some of the papers on the Atlantic for non-union men for the Lakes, but I do not think that any men have gone up there as yet. Some attempts have been made to get men to leave foreign vessels on the Atlantic to go on the Lakes, but I do not think that they got any. A conference was held in New York of the representatives of all unions to canvass the situation, representatives from New York, Boston, Philadelphia and Baltimore being there. All the unions of Europe have been notified of the situation.

Efforts have been made during this session of the Massachusetts Legislature to have an antiquated law repealed. The committee reported against us, but the bill was substituted for the report of the committee, and we were successful in getting the bill to the third reading when the steamship interests got active, and it was killed.

As no doubt you have seen in the

COAST SEAMEN'S JOURNAL the Goulden bill was reported, but amended in such a manner that it was useless, so far as we are concerned. It takes from the master of the vessel the responsibility for the manning of the vessel and places it on the Inspectors, and I doubt very much if he can be held criminally responsible if his judgment is in error, as he has no right to say what qualification the crew (outside of the officers) shall have, so in case of another Slocum disaster, it will be impossible to put the master in prison for ten years, or anyone else, so long as the number of men is there.

A Tow-Barge bill has been passed by the Senate. It also is a useless measure in its present state, as it does not regulate the number that shall be towed, but only says that they shall be inspected and shall carry life-preservers and life-boats.

I doubt very much if Congress will pass any real beneficial legislation as asked for by the American Federation of Labor. It might pass some kind of an Employers' Liability measure, but it will not affect the seamen in the least. They may pass a Child-Labor bill for the District of Columbia, which is all very well, but of no use to the entire movement. I do not think that any effective Injunction bill will be reported.

Fraternally,

W. H. FRAZIER.

Boston, Mass., May 1, 1908.

THORMER COMPLIMENTED.

At the regular meeting of the Atlantic Coast Seamen's Union, held at headquarters, May 12, 1908, the following resolutions were unanimously adopted:

Whereas, Brother Max B. F. Thorner has faithfully served the Atlantic Coast Seamen's Union for nine years as delegate, during which time he has in the performance of his duties sacrificed his own time and pleasure for the furtherance of our cause; and

Whereas, He has been instrumental to a large extent in increasing the power, influence and usefulness of the organization; and

Whereas, We are mindful of the many sacrifices he has made willingly and unsolicited, with the sole purpose of bettering the condition of the Seamen; therefore be it

Resolved, That we extend our sincere thanks to Brother Thorner for the interest he has taken in our welfare; and be it further

Resolved, That we express our deep regret because of his severing his official connection with our union and extend to him our heartiest good wishes for his future success; and be it further

Resolved, That a copy of these resolutions be forwarded to him as a token of the esteem in which he is held by the Seamen of America, as an officer of the union and as a MAN.

(Attest)

WM. H. FRAZIER,

Secretary Atlantic Coast Seamen's Union.

Boston, Mass., May 12, 1908.

The new steamer Thomas Barlum recently loaded 240,497 bushels of wheat and 170,000 bushels of oats at South Chicago.

ATLANTIC SEAMEN'S BENEFITS.

The Atlantic Coast Seamen's Union has issued a statement of the benefits paid during 1907, as follows:

Shipwreck Benefit During 1907.

J. A. Andersen, 1086; Thos. Torsen, 335; Seguard Swensen, 1074; Karl Pearson, 515; Donald Gooding, 790; Peter Andersen, 1276; Daniel Karlsen, 490; Wm. Noseworthy, 351; Nels Petersen, 875; Svere Hanson, 1418; Ludvig Mybran, 1499; Frank Holman, 1449; Oscar Halbeck, 614; Christian Romer, 731; Anton Hagerup, 417; Andrew Petersen, 958; Thos. J. Quigley, 25; D. Johnson, 1489; A. G. L. Holm, 1653; Ole Halversen, 716; M. Johansen, 1609; H. Fortman, 206; G. Andersen, 654; E. Alquist, 1426; G. Bohnke, 1619; F. Fredericksen, 657; A. Christensen, 1234; C. Swensen, 714; Thos. Dahl, 281; Lars Abrahamsen, 838; G. E. Mattsen, 1112; Wm. Murphy, 595; Frank Lundquist, 1470; David Potter, 928.

Special Benefits During 1907.

Dan McDonald, 381, received \$25 donation from general funds.

Karl Korstrom, 34, received \$200 from disablement funds.

Harold Hangan, 1451, received \$200 from disablement funds.

Ernoot Linde, 1364, received \$200 from disablement funds.

Members Buried During 1907.

Harry Hansen, 495; Anton Olsen, 408; Ed. Walsh, 23; Chas. A. Olsen, 888; Chas. Paulman, 922; P. Reilly, 675; Geo. W. Moran, 1357; Frank Clemments, 5; John Anderson, 1086; Victor Parnell, 977; Frank Rohl, 687; H. Schmidt, 2129; John Green, 681; Jas. Shehan, 750; Chas. Olsen, 919; Manuel Vaes, 149; John Andersen, 718.

Members Not Buried by Union, 1907.

Andrew Petersen, 958 (Thomas W. Lawson); John Lunde, 1394 (Thomas W. Lawson); Leopold Garridon, 924 (Thomas W. Lawson); Nicoli Pedersen, 1165 (Thomas W. Lawson); Gustav Bohnke, 1619 (Thomas W. Lawson); Gustav England, 519 (Thomas W. Lawson); Thos. Burke, 1349 (Thomas W. Lawson); Antonia Andries, 1245 (Thomas W. Lawson); Geo. W. Alfen, 1290 (Thomas W. Lawson); Robt. Weingard, 1026 (Tampa); Emil Jansen, 1064 (drowned); Jas. Green, 917; J. A. Andersen, 1086 (drowned); M. Boughton, 696; Rasmus Nelson, 660.

The native Japanese population of Nagasaki on December 31, 1907, was 173,118, against 168,438 one year ago. There are now 1,463 foreigners at Nagasaki, 131 of whom are Russian, 101 British, 85 American, 52 French, 28 German, and 21 Danish.

The 34 chartered banks of Mexico on December 31, 1907, had \$85,800,000 (gold) capital, an increase of \$6,750,000 over the same date one year previous. Their cash on hand amounted to \$39,443,000, an increase of \$6,330,000.

The Colombian Government declares it to be its intention to establish agricultural penal colonies for its prisoners now confined in the national penitentiaries.

Labor News.

Arbitration proceedings in the Cleveland street-car strike have been delayed owing to the refusal of the third man to accept the office.

Nine hundred stone cutters went on strike in an effort to enforce a demand that the members of the Manufacturers' Association run their quarries on the "Closed Shop" plan.

President Roosevelt, in response to an appeal from the National Prosperity Association, promised to do all in his power to facilitate the full return of prosperity.

Representative Townsend has announced after a conference at the White House that the President will not urge the Anti-Injunction bill and Hepburn measure to amend the Sherman law.

A strike was called in Senator Ankeny's printing establishment at Walla Walla, Wash., on May 22, when Manager Holland refused to reinstate three men. The Morning Union and Evening Statesman are tied up. The trouble is of long standing.

Walter Augustus Wyckoff, A. M., assistant professor of political economy in Princeton University, died at his home at Princeton, N. J., on May 17. He was the author of "The Workers" and other sociological works.

The Methodist Episcopal General Conference, at Baltimore, Md., on May 21 adopted a recommendation to the effect that hereafter the book concerns of the Church employ union men at union wages and favor union labor whenever opportunity offers.

At a caucus of the Republicans in the House of Representatives, held on May 21, it was decided that no bill to modify the power of the Federal courts in the exercise of injunctions will be passed at this session of Congress.

The international convention of the Brotherhood of Locomotive Engineers, at Columbus, O., on May 19, voted to admit to membership the engineers of all electrically-drawn trains on steam railroads. Admission of engineers in Cuba to the Brotherhood was also determined upon.

Drastic measures have been taken to prevent future mine disasters by the H. C. Frick Coke Company. Orders have been issued providing for the dismissal of miners who become so intoxicated while off duty that they are incapacitated for work the following day.

Following recent suggestions by President Gompers, organized labor represented in the Chicago Federation of Labor officially launched its political campaign on May 17. A committee was appointed to secure the nomination of candidates favorable to labor legislation.

A strike of 5000 truck drivers was authorized at a meeting of the Chicago Teamsters' Union on May 17 because of the refusal of team owners to grant an increase of \$1.50 a week. A committee was instructed to make another effort to induce the owners to grant an increase before the strike ordered becomes effective.

Officials of the American Flint Glass Workers' Union and representatives of the glass manufacturers in Pennsylvania, New Jersey, New York, West Virginia, Ohio and Indiana have agreed to discontinue the usual two months' summer shutdown. Hereafter it will be optional with glass workers whether they will close down from July 1 to September 1.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

The following vessels were enrolled at the San Francisco Custom-house on May 22: Schooner Bertha Dolbeer, Oluf Olsen, master; schooner G. W. Watson, T. W. Streat, master.

The following changes of masters were recorded at the San Francisco Custom-house on May 21: Schooner Benicia, J. Sorenson, vice John Peterson; schooner Nettie, Charles Davidson, vice William Meens.

William Munder & Sons filed a libel in the United States District Court at San Francisco on May 20 against the launch State of California to recover \$338.52 for labor and material furnished in refitting the craft.

The following changes in masters were recorded at the San Francisco Custom-house on May 2: Steamer Senator, George Golightly, vice L. N. Nopander; steamer State of California, L. N. Nopander, vice C. F. Hall.

There was transmitted to Congress on May 21 by General Mackenzie with his approval, the report of Lieutenant-Colonel S. W. Roessler, recommending that Coos Bay and bar at the entrance to it be improved at the cost of \$500,000 and an annual charge of \$60,000 for maintenance.

Lightship No. 70, which is one of the signal vessels that point out the entrance to San Francisco harbor, came to Goat Island on May 18 for her semi-annual repairing. Her place was taken by another lightship. It will be some time before the necessary overhauling can be done on Lightship No. 70.

The brig Galilee arrived at San Francisco on May 21, after a cruise of seventeen months, extending from one end of the Pacific Ocean to the other, a cruise taken by four scientists from the Carnegie Institution, who had been sent out to make exhaustive investigations in the field of terrestrial magnetism.

The barkentine Jane L. Stanford arrived at San Francisco on May 18 from Newcastle, Australia, after one of the fastest trips from the Antipodes ever made by a sailing vessel. She was out just sixty-eight days and beat a dozen other sailing vessels that left Newcastle days and weeks before she did.

Word was received at San Francisco on May 18 that the new steamer Stanley Dollar, which has recently been finished on Puget Sound, had an excellent trial trip on May 17 and will leave shortly for Alaska. The Stanley Dollar is the newest vessel of the Dollar line and is one of the largest of the fleet. She will be used exclusively in the Alaskan trade.

The following changes were recorded at the San Francisco Custom-house on May 18: Steamer Samson, P. E. Timmons, master, vice C. L. Aques; gasoline steamer Glencove, John S. Lat-termore master, vice W. J. Wood; schooner Santiago, W. Z. Haskins master, vice P. Kelly; schooner Heckla, Adolph Frieberg master, vice Frederick Haines.

Carl Faber, who went on a whaling cruise into the Arctic on the Bowhead under Captain Cook, and brought suit in the United States District Court at San Francisco to recover \$30,000 damages for alleged cruel treatment by the master, who resides in Nantucket, and is the owner of the Bowhead, recovered \$500 in a judgment rendered by Judge De Haven on May 23.

That the establishment of direct lines of ocean steamers between European ports and San Francisco will follow the opening of the Panama Canal is the statement made by William R. Wheeler, who was recently appointed Assistant Secretary of Commerce and Labor, and is on a visit to California to organize the Pacific Coast Bureau of Immigration Statistics.

Following is the reinsurance list, as posted at San Francisco on May 22: British ship Falklandbank, 197 days from Port Talbot for Valparaiso, 90 per cent; American ship Bangalore, 213 days from Norfolk for Honolulu, 85 per cent; Bark Surcouf, 150 days from Caleta Colosa for Hamburg, 10 per cent; Ship Cressington, 153 days from Barry for Callao, 35 per cent.

George H. Higbee, the new manager of the Pacific Coast Steamship Company, took charge of his work at San Francisco on May 18 for the first time. Sunday he made a tour of inspection over all the properties of the company located at that port. He has announced that everything is in satisfactory condition and that he does not deem it necessary to make any changes at this time.

Under orders just issued from the Harriman headquarters, the great wharf at Port Los Angeles, Cal., has been abandoned. A fence has been run across the pier, and a barred gate prevents even pleasure seekers from fishing on the world's longest pier. The structure was built more than fifteen years ago, at an outlay of a million dollars, by the late Collis P. Huntington, of the Southern Pacific Railroad.

Following the libel proceedings instituted at Portland, Or., against the British ship Ancoais a couple of weeks ago for the recovery of wages due the sailors arriving there from Newcastle, N. S. W., Captain Ritchie, who came as master of her, has also begun suit to recover \$2000

salary. In the past few days cablegrams have arrived from the owners indicating that negotiations have been closed for the Ancoais to transport a cargo of lumber from Portland to England.

The new Matson steamer Lurline, built at Newport News, arrived at San Francisco on May 20 on her maiden voyage under command of Captain Henry F. Weeden. The Lurline left Newport News March 28 and during the greater part of the trip the new steamer met with rough weather. Captain Weeden reports that though she shipped a fair amount of water owing to her lowness with a heavy cargo yet she behaved admirably and proved herself a splendid seagoing vessel. The Lurline is 424 feet long and is 5938 tons gross.

General Mackenzie has transmitted to Congress the report of Captain Fries on improvements in San Diego harbor with his recommendations that the work be done. As already reported, he advocates an expenditure of \$125,000; that the depth of twenty-eight feet on the bar and twenty-six feet in the inner harbor be increased to thirty feet. In case the Navy desires anchorage space in the harbor and access to the coaling station, he suggests that the channels must be deepened and broadened at an additional cost of \$259,250.

A libel was filed in the United States District Court at San Francisco on May 22 by the American Mercantile Company against the British ship Beechley to recover \$169.76, the alleged damage done to seventy-seven cases of sardines in a voyage from Antwerp to San Francisco. It is alleged in the libel that the master was so careless in stowing the cargo that the cases of sardines were crowded into a lot of coal and that the coal dust coated the boxes, the amount sued for being the money required to put the sardines in a salable condition.

The crew of the overdue bark British Yeoman were forced to live on biscuits for several days and upon her arrival at San Francisco on May 20 from Australia everything in the shape of provisions had run out. The British Yeoman left Sydney January 12 and with the exception of two days storm the trip was smooth and the winds light and unfavorable. The British Yeoman called at the Pitcairn Islands March 5, where the natives for a consideration furnished them with the necessities of life. She occupied 128 days on the passage from Sydney and brought 2960 tons of coal.

M. Denegri, acting for W. Yberri e Lijos of Guaymas, Mexico, on May 19, subject to a few formalities, concluded the purchase of the Pacific Coast Company's steamer Bonita. The Bonita is to be used by Yberri e Lijos for the Gulf trade along the Mexican coast. The Bonita is to be put in drydock before she is taken over and on her acceptance by the purchasers will be fitted up as a passenger steamer. Yberri e Lijos have the steamers Victoria and Albina at present engaged in the Mexican coastwise trade, which is now assuming such proportions that a third vessel has been found necessary to cope with the business offering.

Aside from shipping one-third of all the wheat set afloat in the United States for foreign ports last month, Portland occupied a position far in the lead of every other grain center in the country, according to a bulletin of statistics which has just been issued by the Department of Commerce and Labor. For the ten months of the cereal season ending with April, Portland is second on the list to New York. The total wheat exports from the United States last month amounted to 3,505,501 bushels, of which Portland contributed 1,108,314 bushels, New York 667,714 bushels, the combined ports of Puget Sound 654,864 bushels and Philadelphia 339,453 bushels.

M. A. Newell & Co., of San Francisco, report the arrival of the overdue Chilean bark Adela at Valparaiso. A large amount of speculation was indulged in over the arrival of the vessel and much money changed hands when the news of her reaching port was confirmed. The Adela arrived at Valparaiso, on April 14. She had been out seventy-two days from Tacoma and was quoted as high as 60 per cent for reinsurance. The only other change on the overdue list is the raising of the rate on the American ship Bangalore from 70 to 80 per cent. The Bangalore has been out 217 days from Norfolk, bound to Honolulu, and grave fears are expressed as to her safety.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907

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WEDNESDAY, MAY 27, 1908.

DEMOCRATS PLEDGED TO LABOR.

The platform adopted by the California State Democratic convention, held at Fresno on the 18th and 19th inst., speaks clearly and emphatically upon the issues involving the public welfare, and particularly so upon those questions more immediately affecting the interests of organized labor. Following are the "labor" planks in the Democratic platform:

We favor the total exclusion of all Asiatic laborers from this country by extending the provisions of the Geary Act to Japanese, Koreans, and all other Asiatics, and the strict enforcement of all other existing laws upon that subject.

We favor such legislation as will prevent the issuance of injunctions in cases arising out of labor disputes, except for the purpose of (and limited to) preventing destruction, waste, or injury to the tangible real or personal property. To this end we favor the passage of the Pearre bill (H. R. 94), now pending in Congress.

We favor such amendments of the Anti-Trust laws of the United States as shall entirely exclude labor unions and combinations of labor unions from their operation and effect.

We favor the enactment of legislation limiting the hours of labor to eight hours per day upon all public and quasi-public work, whether carried on by the Government or by any branch of the Government directly or through or under contracts with private persons or corporations. We favor the enactment and strict enforcement of laws preventing the employment and hiring to labor, of children of immature years.

By its indorsement of the Pearre bill the Democratic party of California has taken ground more advanced than any that might be implied by a mere declaration of principles. The Pearre Anti-Injunction bill is the concrete expression of labor's principles. By committing itself to the passage of that measure the Democratic party obligates the Congressmen who may be elected on the Democratic ticket to vote for the Pearre bill, whereas if committed only to a declaration of principles, they would be free to vote against the bill upon the assumption that it does not conform to the principle at issue.

Upon the questions of Asiatic Exclusion, Anti-Trust, Eight-Hour and Child-Labor legislation the language of the California Democratic platform is equally unequivocal, expressing in literal terms the views held by the members of organized labor upon these mat-

ters. Whatever the attitude of organized labor and the public of California in the coming campaign, there can be no excuse for division upon the ground of doubt or misunderstanding as to the attitude of one of the great parties in that State upon the issues in which they are most immediately concerned.

The platform adopted by the State Republican convention is in striking contrast to that of the Democrats, in that it is absolutely silent upon the Anti-Injunction bill and other measures of like import to the people. The Republican party of California, presumably inspired by national authority in party affairs, has ignored those matters in which the public is most vitally interested. It is significant in this connection that the Republican members of Congress from California seem to be under no restraint in the matter of expressing their individual views upon these questions. In reply to communications addressed to them, requesting their views upon the labor bills pending in Congress, several members of the California delegation in Congress have given unreserved approval to these measures, coupled with the strongest assurances of support should the latter come to a vote. The reasonable assumption from this attitude on the part of the Republican members of Congress is that these promises of support are given upon an understanding, more or less formal, that they will never be put to the test. In other words, the Republican party promises nothing, while the Republican members of Congress promise everything, with the understanding that the party shall not permit the "promised" measures to come to a vote. The merit of this policy, from the point of view of "good politics," is at once apparent. It remains to be seen whether or not the plan will succeed as a means of fooling the people.

The only assurance of action by Congress upon the bills now pending in that body lies in a declaration in favor of these bills by the respective political parties. Such an assurance is afforded by the Democratic party of California. The same assurance given by the National Democratic party should, as it undoubtedly will, result in the return to the House of Representatives of a majority pledged to the passage of legislation now imperatively demanded by the country.

Editor J. J. O'Neill, of the San Francisco Labor Clarion, has been compelled through serious illness to temporarily relinquish the supervision of that paper. The JOURNAL, in expressing its sympathy with Editor O'Neill, also indulges the hope that his illness may prove of short duration and that he may be enabled to resume his duties in the near future. Mr. George A. Tracy, President of Typographical Union, No. 21, is at present acting editor of the Labor Clarion.

The San Francisco Labor Council, at its meeting on the 22d inst., recommended that a parade be held on Labor Day. The Sailors' Union of the Pacific, at its meeting at Headquarters on the 25th, concurred in the Council's recommendation and will turn out en masse on the first Monday in September. Judging by the spirit displayed by the local labor movement, Labor Day, 1908, will surpass all records.

Demand the union label on all products, and don't be satisfied with anything "just as good."

READ, REFLECT, THEN JUDGE!

In this issue we reprint the statement made by President Gompers, of the American Federation of Labor, before the House Committee on the Judiciary, on the Sherman Anti-Trust bill. We would call the attention of our readers to the fact that during the past three months a large amount of matter has been published in these columns, beginning with the decision of the United States Supreme Court in the Hatters' case, and followed by the statements issued from time to time by the American Federation of Labor. These publications have been made with the object of enabling the reader to follow closely the trend of discussion upon the question now uppermost in the minds of many, if not a majority, of the people of the United States, and which is destined to occupy a larger place in the forum of public discussion as time passes. It is of the highest importance that every citizen shall acquaint himself with the details of the discussion upon the Anti-Injunction and Anti-Trust questions, in order that an intelligent verdict may be rendered. Of course, there are two sides to this as to all other matters. Upon this point there remain two things to be said, namely, that the "other side" has a considerable advantage in point of the number and circulation of the publications devoted to it, and that these publications are congenitally disposed to a prejudiced view of the case. The citizen who would get at the truth in the contentions of "labor and capital" must read both sides, and to do so he must secure the publications of both sides. The JOURNAL therefore urges upon its readers, and through them upon the intelligent citizens of all classes and predilections, a conscientious perusal of the matter appearing in these columns with reference to the "burning issues" of the day. A limited supply of back numbers of the JOURNAL remains on hand, and may be had upon application to the Business Manager.

The Sacramento Bee has established an "Organized Labor Department," edited by R. H. Seares, of Typographical Union, No. 46. The department, which will appear twice weekly, occupies two columns and is filled with items of local and general interest to the members of organized labor. By this step the Bee has again demonstrated its claim to prominence among the newspapers of California and the West as a purveyor of reliable and useful information.

Every reader of the JOURNAL, and every friend of the labor movement and of human liberty, should respond to the request of the American Federation of Labor for contributions to the political fund of that body. Send your contribution, even if it be only one dollar, to Frank Morrison, Secretary, American Federation of Labor, 423-425 G st., N. W., Washington, D. C. "He gives twice who gives quickly."

Readers of last week's JOURNAL will note an omission in the itinerary of Comrade Furueth, to wit, the failure to include Ireland among the "ports of call." We are privately and reliably informed that this oversight will be remedied at the proper moment, and that, unless all calculations as to time and transportation fail, Comrade Furueth will indulge himself in the pleasure of planting both feet upon the "ould sod."

Demand the union label on all products.

LABOR AND ANTI-TRUST LAW.

(Continued from page 2.)

law, they will still organize and remain organized, and neither ukase nor injunctions are going to drive the organizations of labor out of this country.

But supposing you force them to do in secret the perfectly legitimate human activities that they have always performed in the open. I need not say to you gentlemen, learned as you are, that men in the open where they can express their views thoroughly, where they can promulgate to the world their thoughts, their hopes, are always more careful, intelligent, and circumspect than they are where they are simply free from the criticism of the general public.

Now, what? Industry has developed, is developing still further and will still develop. In so far as modern industry is concerned it is largely impersonal. It is a matter of profit, it is a matter of dividends. The human interest in industry, so far as the relations between employer and employees are concerned, is almost absent. Such human interests as the effort which gentlemen of the character and type of Mr. Löw, and others, who are trying—and we are helping in our way—to bring about a better interdependence of man upon man, whether he be employer or employee—to bring about better relations between them. But in the impersonal character of industry today what hope has the workman to protect his rights and his interests, his wages, to obtain reasonable hours of labor if he, in modern industry, must act as an individual?

I am afraid to give my mind the range of the possibilities of such a condition of affairs—the industries of the country developing and concentrating and the associations of labor gone, and each man acting as an individual and trying to work out his own means of protecting his rights or his interests, without the ability to effectively protect and promote his interests, seeking a redress of his injuries, of his feelings, of his wrongs, in his own way.

I contend, Mr. Chairman and gentlemen, for our organizations of labor that they are the greatest conservators of the public peace. In all the country where can you find the bona fide organizations of labor even participating in these demonstrations of a riotous character, such as we have seen in some of the cities? I do not want to add anything to their troubles, when men are unemployed and suffering as so many of them are suffering today. They are entitled to some little pity, some little consideration, despite their ignorance, despite their foolhardiness, despite the wickedness of one or two or more; but is it not true that even in our present, our awful present industrial situation, when there are hundreds and thousands of workmen and workwomen who are walking the streets of our country idle, without the opportunity of earning their livelihood, I ask you where in the whole world you could find an equal number of men unemployed, and the general tranquillity and the safety of life and property to obtain as it obtains in our own country. It is true that the influences of American ideas and ideals have contributed much; but what about the organizations of labor that have instilled self-respect and mutual dependence between workmen?

Mr. Chairman and gentlemen, we are appreciative of the liberties as citizens which we enjoy. But there can not be differentiated from that liberty the rights to the exercise of our normal activities as wage-earners. To guarantee to the workmen academic rights which he does not want and deny him the rights to which he is entitled and which are of advantage to him, is to insult his intelligence as well as his manhood. Modern industrial conditions can not be changed. They are not going back. You can not turn the wheels of industry backward, and you would not dare do it if you could. And the reason why the law is not enforced in so far as other industries are concerned, is because of the recognition that you would have to force industry back 50 years to comply with the terms of the present law. Industry is not going to turn back. A law is made for the government of men, but it is not a fetish before which you must bow and scrape before you even look at the words and letters which construct the law. A law is made to further the interests or the convenience or the rights of a people, and when that law has failed to perform its purpose or where it is clearly a law that has no standing in our day, if one or the other must go, industry can not go. The law must be either amended or ended.

I do not know whether you are aware of it, gentlemen, but since the decision of the Supreme Court of the United States was handed down, 75 workmen in New Orleans have been indicted under the Sherman anti-trust law, and the indictment charges them with conspiracy in ordering a strike.

Mr. Alexander: Under the State law?

Mr. Gompers: No, sir; under the federal Sherman anti-trust law.

Mr. Sterling: Was it anything connected with the strike in regard to the destruction of property?

Mr. Gompers: Not even an allegation of it.

Mr. Sterling: It was perfectly peaceable?

Mr. Gompers: A perfectly peaceable strike. There was not an allegation of violence.

Mr. Maltby: Have you a copy of the indictment here?

Mr. Gompers: No, sir. A certain company—they were boat owners, I believe—was cutting under the wages of the seamen. I think that is the way it was.

The Chairman: Longshoremen.

Mr. Gompers: Perhaps that may be so. I believe now they were stevedores.

The Chairman: They are longshoremen.

Mr. Alexander: Roustabouts they are called down there.

Mr. Gompers: No, stevedores or longshoremen. A certain firm objected or refused to pay the prevailing rate of wages. The men quit. They came to a dispute and the strike was on. The Cotton Trades Council, I think it was—the workmen in the cotton industry—decided that the other workmen should also strike for the reason that if the wages of these men in the first instance were reduced it would involve a reduction of wages of all the others, and they all quit work. The employer after considering their conditions conceded the demands of the men—that is, for a restoration of wages. Then all the men returned to work. The boats went out with their cargoes, and when they were out a day or so the employer went before the grand jury of the New Orleans circuit court—the federal grand jury, and procured an indictment against 75 of the men who had participated in the council in which that strike was inaugurated; and this, I say, was under the Sherman anti-trust law, since the decision was rendered by the Supreme Court. This case is to be heard in the courts.

Mr. Maltby: There was nothing in it but a strike?

Mr. Gompers: That is all.

Mr. Maltby: There was no boycott; just simply a strike? There was no picketing?

Mr. Gompers: That was not alleged. I do not think the picketing comes under the Sherman anti-trust law. But combination in restraint of trade, that is what it was alleged.

The Chairman: I think the indictment charged a conspiracy in restraint of foreign and interstate trade, these people being engaged in both foreign and interstate trade.

Mr. Gompers: Yes.

Mr. Caulfield: Has not the prosecution of those cases been ordered suspended by the Department of Justice?

Mr. Gompers: I have no knowledge upon that subject. Mr. Keefe, has that been ordered?

Mr. Keefe: Yes; the prosecution was withheld. Those were instructions from the law department, I presume.

The Chairman: I do not think that exactly states it right. I have a letter from the Attorney-General covering the whole case. There was some question about the validity of the indictment. The Department of Justice is examining into it to ascertain whether the proceedings are regular, and has not issued any affirmative instructions that tend to either impede or promote the progress of the judicial proceedings.

Mr. Keefe: The instructions were to withhold the prosecution of the case.

The Chairman: I do not get that impression from the Attorney-General's letter. Of course, you may be right about it, but I see nothing in the letter of the Attorney-General to indicate other than that the Department of Justice is considering the matter.

Mr. Gompers: Well, there is no question but what they were indicted. That is the statement I made.

The Chairman: You are correct about that.

Mr. Gompers: As to whether they will be prosecuted, of course none of us can say, but they are liable to prosecution under the indictment unless it is nolle prossed.

The Chairman: I am not advised as to the details. Whether they proceed depends altogether upon the facts that exist and the charge under the indictment.

Mr. Gompers: Addressing myself for a few minutes to the bill itself, let me say, as I have already said, that I give the fullest support I can. I am authorized to say that—for the purpose that the bill has in view, in so far as to corporations owning capital stock, and common carriers, but so far as labor organizations are concerned, we are averse to the registration of the labor organizations.

The Chairman: May I inquire right there, please. The labor organizations are not incorporated organizations; they are simply voluntary associations?

Mr. Gompers: Yes, sir; voluntary associations. Most of them are unincorporated. Some are incorporated, but most of them are not.

The Chairman: Is your American Federation of Labor an incorporated or voluntary association?

Mr. Gompers: It is a voluntary association of associations.

The Chairman: That is, the most of them are also voluntary associations?

Mr. Gompers: Yes, sir.

The Chairman: But some of them are legally incorporated.

Mr. Gompers: Very few. I believe some of the railroad brotherhoods are incorporated. How about that, Mr. Garretson?

Mr. Garretson: None; the Order of Railway Conductors is not incorporated.

(Continued on page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, May 25, 1908.

Regular weekly meeting was called to order at 7:30 p. m., J. P. Rasmussen presiding. Secretary reported shipping dull. It was decided to participate in the Labor Day parade under the auspices of the San Francisco Labor Council. The following committee was elected to make arrangements for parade: Ed. Andersen, E. Ellison, E. A. Erickson, W. Macarthur and P. Scharrenberg.

Notice: Balloting for officers for the ensuing term will commence at the next regular meeting. E. ELLISON, Secretary pro tem. 44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, May 18, 1908. No meeting; no quorum. Shipping dull.

A. E. SIMMONDS, Agent. Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, May 18, 1908. Shipping still poor; prospects poor.

H. L. PETTERSON, Agent. 3004 McCarver St. Tel. Main 808.

Seattle Agency, May 18, 1908. Shipping and prospects poor.

P. B. GILL, Agent. 1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 17, 1908. Shipping slack; prospects poor.

W. MOLLER, Agent. 229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 18, 1908. Situation unchanged.

WM. GOHL, Agent. P. O. Box 334. Tel. 225.

Portland, Or., Agency, May 18, 1908. Shipping still dull.

D. W. PAUL, Agent. 51 Union Ave. Tel. East 4912.

Eureka Agency, May 17, 1908. No meeting; no quorum. Shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent. 227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 18, 1908. Shipping medium; prospects uncertain.

H. OHLSEN, Agent. P. O. Box 2380. Tel. Main 662.

Honolulu Agency, May 11, 1908. Shipping fair; prospects uncertain.

ED. JOHNSON, Agent. 821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 21, 1908.

Regular weekly meeting was called to order at 7:30 p. m. Eugene Burke in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary. 51 Steuart St.

Seattle Agency, May 14, 1908. Shipping improving; prospects good.

LEONARD NORKGAUER, Agent. Colman Dock. P. O. Box 1335.

San Pedro Agency, May 14, 1908. No meeting; shipping fair.

CHAS. M. DAWSON, Agent. P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 18, 1908.

General situation unchanged. All boats leaving paying the union scale.

A. McKECHNIE, Acting Secretary.

DIED.

Andrew Jaeger, No. 1495, a native of Norway, aged 33, died at San Francisco, Cal., on May 22, 1908.

Eugene Levaque, No. 1306, a native of France, aged 30, died at San Francisco, Cal., on May 19, 1908.

Roy Chester McEwan, No. 1808, a native of Massachusetts, aged 25, died at Honolulu, H. T., on May 8, 1908.

Henry S. Reehan, No. 897, a native of Wales, aged 42, died at Fort Stanton, N. M., on May 3, 1908.

Herbert Talbot, No. 170, a native of England, aged 48, died at San Francisco, Cal., on May 18, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



PITTSBURG COMPANY ENGINEERS.

The Pittsburg Steamship Company announces the following appointments of engineers:

Steamer. Chief Engineer. First Assistant.
 Baker, E. S. Stoddard....O. G. W.. Coder
 Bessemer, A. G. Haig.....Urias Shoemaker
 Black, R. Mastin.....M. Cotter
 Briton, J. R. McRae.....Fred Beebe
 Bunsen, Frank Mansfield....John O. Everett
 Cambria, L. O. Willix.....John Mraz
 Cole, H. T. McLeod.....R. H. Richmond
 Colgate, Joseph Hasler.....Elmer Zobl
 Coralia, Neil McNeil.....Abe Auld
 Corey, M. Toner.....Henry Oestreich
 Cornell, T. E. Bouchard....G. W. Andrews
 Corona, William Densmore..Harry Endelman
 Corsica, William Hasler.....A. S. Hawkins
 Cort, L. H. Smith.....Alfred Goodwin
 Crescent City, C. L. Birtrand..C. P. Sampson
 Eads, R. W. Hunter....Wellington McGuire
 Edenborn, S. H. Hunter....George Zanger
 Ellwood, Levi Walder.....A. L. Roberts
 Empire City, F. J. Spencer..Warren Stebbins
 Ericson, J. J. Parr.....Richard A. Justin
 Fairbairn, T. Treleven....John A. Coleman
 Frick, S. W. Armstrong....Harry Grotomat
 Fulton, G. Arnold.....G. L. Arnold
 Gary, John Dupont.....R. Neddemeyer
 Gates, James Inman.....George E. Emrey
 German, L. L. Hinline.....Ernest Winram
 Gilbert, W. G. Tilton.....J. W. Derosia
 Griffin, H. F. Schroeder.....G. C. Draska
 Harvard, J. H. Riffin....W. F. Zentgrebe
 Hill, H. E. Schmidt.....R. W. Fink
 Houghton, Alex McKenzie..James McKibbin
 Joliet, Gus Johnson.....James C. Castle
 LaSalle, Alfred Holland.....D. O. Quigly
 Linn, Herman Dupont.....John Miller
 Lynch, A. L. Eggert.....A. E. Buddemeyer
 McDougall, H. E. McIntosh....W. M. Eddy
 Malietoa, J. B. McDemmid....John E. Hall
 Manola, James Dungan.....W. Danforth
 Maritoba, J. H. McGlenn.....F. J. Yeip
 Marina, H. W. Firby....Thomas McKenzie
 Mariposa, D. McVicar.....W. E. Andrews
 Mariska, A. D. Birdsall....Edward Perantha
 Maritana, John Walsh.....Daniel Slattery
 Maruba, B. Cassady.....A. W. Smith
 Masaba, H. Edmondson.....J. A. Brickley
 Mataafa, S. D. Graham..Edward Ducharme
 Mather, F. Limpert.....Chester Spelman
 Matoa, E. R. Leedham.....
 Mauna Loa, Frank Schwartz.....
 Morgau, D. Fraser.....George Schroeder
 Morse, C. A. Fletcher.....Harry B. Moore
 Murphy, Henry Annett.....John Carter
 Neilson, William Bourlier.....John Woods
 Perkins, F. A. Smith.....Harry Flood
 Phipps, E. H. Learned....Charles Lawrence
 Poe, Fred Warning....E. H. Oehlenschlager
 Princeton, A. Jackson.....Floyd Lyons
 Queen City, W. A. Marshall..H. Armstrong
 Ream, F. L. Smith.....Philip Rowe
 Rensselaer, M. B. Sturtevant....A. Turner
 Rockefeller, J. M. Conroy.....Claud Paul
 Rogers, E. W. Fox.....Thomas McArn
 Roman, William Dombrook....William Culp
 Saxon, A. P. Williams.....George Plumb
 Shaw, E. J. Rae.....R. J. Robinson
 Siemens, M. F. Sweeney....A. E. Southgate
 Stephenson, J. W. McEachern..F. McKinnon
 Superior City, W. P. Diamond..L. Haggan
 Superior, George W. Ingham....Fred Lapish
 Trevor, H. M. Lubahn.....Herbert Culp

Van Hise, John Skelly.....J. R. Marshall
 Watt, A. J. Armson.....W. Wagner
 Wawatam, W. D. Killett..L. S. Vradenburg
 Widener, A. W. Armson.....E. G. Harris
 Zenith City, Geo. H. Barth....Aaron Horton

A FRAUD STOPPED.

Movements to exploit the Government Life Saving Service for private gain under the guise of charitable organizations to be supported by contributions solicited from benevolent people and especially from large concerns connected with shipping and commerce, are intended to be given an effective quietus in a letter which General Superintendent Kimball of that Service has addressed to the Merchants and Manufacturers' Association of Milwaukee.

The letter is in reply to an inquiry by the Association regarding a recently organized scheme for securing funds. Superintendent Kimball states in his reply that he sought specific information about the methods of promoters with unsatisfactory results, and adds:

"All such plans are distinctly disapproved by this office. If such operations are allowed to be carried on they are sure to injuriously affect the good name of the Service and in the light of past experience I deem it my duty when anything of this kind is brought to my notice to carefully look into it and if the plan is found fraudulent or objectionable to show it up in its true light in order that charitably inclined persons may not be victimized."

FROM A MEMBER ON WATCH.

When circumstances force us to accept conditions which we dislike, it is up to us to make the best of them. Do not be fooled by the stand that the vesselowners have taken. Their object is to wean the seamen from their organization. Once this is accomplished, they will force us to accept worse conditions and lower wages.

If every member is loyal to his organization, keeps his dues up, and tries to convince the non-union man to join our ranks, and, above all, shows perfect confidence in the men we have elected to office, we will come safely through this bad season. If every man will do this, and see that his shipmates do the same, we will win hands down.

The A. B.s should encourage and mingle with the O. S. and point out to them that the only way they can keep up the wages and better their conditions is by standing by the organization.

Stand by your boats, and you can unionize the entire crew. Stand by your shipmate; make your position solid. Stand by the union, and we will win out in the end.

HENRY MARTIN.

Chicago, Ill.

There were 34,148 passages through the Detroit River in 1907, the boats being of a total net registered tonnage of 53,959,769. The actual freight carried was 71,226,895 tons, with an estimated total value of \$697,311,302. There were 66,271,962 tons of freight carried through the St. Clair Flats Canal during the season.

LAKE LEVELS FOR APRIL.

The United States Lake Survey reports the stages of the Great Lakes for the month of April as follows:

Lakes.	Feet above tide water New York.
Superior	601.86
Michigan-Huron	580.82
Erie	573.22
Ontario	248.02

Since last month Lake Superior has fallen an inch, Lakes Michigan and Huron have risen two and three-fourths inches, Lake Erie has risen six and three-fourths inches, and Ontario seven and one-half inches.

During the present month Lake Superior should rise four inches, Lakes Michigan, Huron and Erie three inches and Lake Ontario two and one-half inches.

Lake Superior is eight inches higher than in April, 1892, two and one-half inches higher than in 1898; but it is an inch lower than in 1899, three and one-half inches lower than last year, five and one-half inches lower than in 1906, seven inches lower than in 1905, and four inches lower than the average April stage of the past ten years.

Lakes Michigan and Huron are nineteen inches higher than in April, 1896, five and three-quarter inches higher than the average April stage of the past ten years, one and one-half inches higher than in 1905, and about the same height as in 1890, but they are one and one-half inches lower than last year, two inches lower than in 1906 and twenty-nine inches lower than in April, 1886.

Lake Erie shows the highest April stage since 1890, when it was only three-quarters of an inch higher. In April, 1887, it was nearly eight inches higher. It is six inches higher than last year and an inch higher than in 1904. The lake is twenty-three and one-half inches above its stage in April, 1895, and eleven and one-half inches above the average April stage of the past ten years.

Lake Ontario shows the highest April stage since 1886, when it was five inches higher. It is fourteen inches higher than last year, a foot higher than in 1904, twenty-three inches above its average April stage for the past ten years, and thirty-four inches higher than in April, 1895.

The Detroit & Cleveland Navigation Company has opened a new route between Cleveland, Detroit, Bay City and way ports, called the Bay City division, and has placed the big steel steamer State of New York in service on that line. The big vessel leaves Detroit for Cleveland every Tuesday at 10 a. m., and leaves Detroit for Bay City every Wednesday at 9 p. m., and Friday at 8 p. m. The schedule from Bay City, south-bound, is 11 a. m. Sundays and 9 p. m. Thursdays. She will touch at St. Clair, Port Huron, Lexington, Port Sanilac, Forester, Forestville and Harbor Beach between Detroit and Bay City.

The M. A. Hanna & Co. docks, at Ashtabula Harbor, have posted notices that they will not be operated this season. This action is thought to have been caused by the refusal of their hoisters to sign individual contracts.

RECENT LAKE LAUNCHES.

Three vessels were launched at Lake shipyards on May 16. Two are big freighters, the third is a lighter of 1000 tons capacity, which will be operated at Lorain. The two freighters are of the 10,000-ton class.

The steamer W. R. Woodford, launched at the Bay City Yards, is building for W. A. and A. H. Hawgood, and is named for W. R. Woodford, of Pittsburg, Vice-President of the Pittsburg Coal Company. She is 552 feet over all, 532 feet keel, 56 feet beam, and 31 feet deep. Steam will be furnished by two Scotch boilers.

The steamer Jas. Corrigan, named for the well-known vesselowner, was launched at Detroit. The Corrigan is 550 feet over all, 530 feet keel, 56 feet beam and 31 feet deep. She will have triple expansion engines and Scotch boilers.

The lighter Lorain, launched at Cleveland, is 170 feet over all, 165 feet keel, 44 feet beam and 12 feet deep.

BIG DREDGING CONTRACTS.

Bids for the contract of dredging Chicago harbor and river for the next year, including rock excavation in the south branch, were opened in the United States district engineer's office on May 13. This is the most important dredging contract in that portion of the Lakes, calling for a total expenditure of \$287,000.

The lowest bid for dredging the entrance to the harbor and the main river was submitted by Fitzsimmons & Connell Company at 22½ cents per cubic yard, amounting in all to \$60,000. The lowest bid for dredging the north branch and canal, the south branch and fork, including rock excavation in the latter, was submitted by the Great Lakes Dredge and Dock Company, at prices ranging from 17½ cents per cubic yard to \$4.80 per cubic yard, making a total of \$227,000. The work will begin about June 1.

The crew of the schooner R. H. Becker had a narrow escape, on May 7, when their vessel waterlogged and capsized in the northeast gale off Sheboygan. The plight of the Becker was seen by the watchman at the lifesaving station and the crew put out to the rescue in time to save Captain Charles Gresholdt and his men before their ship turned over. The tug Reiss succeeded in getting a line to the schooner and brought her into the piers, where she settled to the bottom. It is probable that the schooner and her cargo of wood will be a total loss. The wreck does not block the channel.

The Lillies Cigar Company, which was formerly a union shop at Kalamazoo, Mich., and manufactured the La Azora cigar, and used the blue label of the Cigarmakers' International union, is no longer a union shop, and is not now entitled to the use of the union label of the Cigarmakers. The Lillies Company has moved to Detroit, Mich., and is now conducting a non-union shop.

The Hoisters and Engineers of Conneaut have returned the individual contracts which they had signed with the P. & C. Dock Company and were immediately locked out. A delegation of Hoisters and Engineers came over from Ashtabula and attended a meeting of Local 98. The foregoing was the result.

MARINE ITEMS.

Two hundred freight handlers recently went on strike at the C. P. dock, Owen Sound, because their wages were cut from 15c to 13c per hour.

Captain T. J. Stockwell of Amherstburg has purchased the steamer Ossifrage for the Pelee Island trade, and will bring her from the Soo at once.

The steamer Honduras, building for James Davidson, of Bay City, was launched at the yard of the Buffalo Dry Dock Company, on May 2.

The Galvin Transportation Company been incorporated with a capital stock of \$50,000, to operate steamboats on the Niagara River. No purchases have been made.

William M. and Fred Tashenberg, of Buffalo, have libeled the steamer Venezuela, owned by Captain James Davidson, of Bay City, for \$3,243. The claim is owing to disputed boiler repairs.

An omnibus Revenue Cutter bill favorably reported to the House of Representatives recently from the Committee on Interstate and Foreign Commerce carries \$200,000 for the construction of a revenue cutter for use on Lake Superior. If the bill becomes a law a new cutter will be stationed at Duluth.

A newspaper dispatch says: The steamer Tagona, built on the Clyde, will sail for Canada on her maiden trip on May 14, with a cargo of whiskey valued at \$150,000. The Tagona is a sister of the Kenora and the Regin, and will be used in the Great Lakes trade.

The steamer James Corrigan, named for the well-known ore and vesselman, was launched at the Ecorse yard of the American Shipbuilding Company, on Saturday, May 16. The new boat is building for the Frontier Steamship Company, of Tonawanda, of which William M. Mills is manager.

Comrade V. A. Olander is doing yeoman service in his visits to the different Lake ports, heading off the hotheads who are so anxious to be "up and doing" for their organization that they are liable to do the wrong thing without thinking. We must be patient. This is not the last year of our Lord.

The Merchants' and Manufacturers' Association has voted to try and secure a continuance of North Point light, at Milwaukee, instead of having a lightship stationed off that point. It was said that the order discontinuing the light was made upon the representation of a Chicago Congressman and that no chance was given vesselmen to protest. For the past six months the light has been maintained at the individual expense of vesselmen.

One of the most peculiar strikes in history was pulled off at Chester, Pa., on May 10, when the Sunday-school class of the Trinity M. E. Church refused to attend because the husband of Mrs. Pieism, the teacher, was scabbing on the striking street-car employes of the Chester Traction Company.

The pupils of the Fifteenth-street school also refused to attend lessons under a teacher seen riding on a car.

The steamer J. P. Morgan carried off the individual cargo and sailing records for Lake Superior last season, while the schooner John Smeaton took all the honors for sailing craft. The Morgan's greatest single cargo was 13,800 tons, while the Smeaton on one occasion carried 9,408 tons. The Morgan ran 43,296 miles, and carried 339,151 tons during the season, while the Smeaton ran only 27,039 miles, carrying 153,144 tons. Both ships are owned by the Pittsburg Steamship Company.

The foregoing from the Cleveland Plain Dealer, is inaccurate, in that the Smeaton is a tow-barge and carries no canvas.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Eugene D. Kinnear, No. 13658, Lake Seamen's Union, is inquired for by Chas. E. Kinnear, 364 Fargo avenue, Buffalo, New York.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

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BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

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Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
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Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

LABOR AND ANTI-TRUST LAW.

(Continued from page 7.)

Mr. Gompers: There are very, very few, sir, of the labor organizations that are incorporated.

The Chairman: Have you in mind now any that are legally incorporated?

Mr. Gompers: I know there are one or two. I was under the impression that the Order of Railway Conductors was, but Mr. Garretson, its chief executive officer, who is here, says it is not.

The Chairman: Which are those that are incorporated, if you can remember?

Mr. Gompers: I could not tell you now.

The Chairman: But as a rule they are unincorporated?

Mr. Gompers: Unincorporated; yes, sir.

The Chairman: And you do not think these associations should be subjected to this provision in relation to registration, as I understand you?

Mr. Gompers: Yes, sir. I think we ought not to be required to register.

The Chairman: That proposition under the bill is to register in order to get what might be termed immunity under the act.

Mr. Gompers: Yes, sir.

The Chairman: And you do not think your associations ought to be required to register in order to get immunity?

Mr. Gompers: I think we ought to be placed in a position at least as the organizations of labor were before the Sherman anti-trust law was enacted.

The Chairman: Is it your view that the purpose of the legislation is to relieve the Federation of Labor, for instance, of the embarrassment of the Sherman anti-trust law?

Mr. Gompers: Not only the American Federation, but the other labor associations or organizations.

The Chairman: Is it your idea that it is the purpose of the legislation to relieve the organizations or employees from the operation of the Sherman anti-trust law?

Mr. Gompers: I can not tell you, sir; but I have my doubts.

The Chairman: If that is not the purpose are you in sympathy with it?

Mr. Gompers: I want to explain that if I may.

The Chairman: Certainly.

Mr. Gompers: And say that taking as a basis the amendment to the Sherman anti-trust law when it was still in a formative state, and to which I referred earlier in my remarks—the provision that passed the Senate—taking that as a basis, labor has prepared this and wants to offer it as an amendment to the pending bill. First, the provision to eliminate from the bill those parts which refer to organizations and corporations not for profit and without capital stock, and then to have these amendments; and in these two amendments the representatives of the farmers' organization or union is by instruction giving us his aid and support.

The Chairman: Who is the head of the farmers?

Mr. Gompers: Mr. Barnett, of the Farmers' American Society of Equity, and Mr. Barrett of the American Farmers' Union. I can not speak for the farmers' union other than that having communicated with them, through their representatives, and giving them a statement of what we apprehended and what we asked, the secretary sent a telegram stating that our efforts have the hearty approval of his organization and their support in every way.

The Chairman: Are these organizations you speak of differentiated from what we know as the Grange?

Mr. Gompers: They are part of the Grange, most of them.

The Chairman: Are they affiliated with the American Federation of Labor—that is, the two you speak of?

Mr. Gompers: No, sir; except as we may combine on general interests. We exchange fraternal delegates to each other's conventions and mass meetings; and at conferences of all sorts we have either a representative of labor there in theirs, or they have a representative of the farmers in our conferences.

The Chairman: And while in a general way you work in harmony for common purposes you are not so allied that your federation exercises any control over them.

Mr. Gompers: No, sir.

The Chairman: What is the address of these two gentlemen, please?

Mr. Gompers: Mr. C. M. Barnett is president of the Farmers' American Society of Equity, and his headquarters are in the Clayton Building, Indianapolis, Ind. I have not Mr. Barrett's address with me; it is somewhere in Georgia. I should say that in reply to the notification to that society of farmers that this hearing was to take place to-day, their secretary said that Mr. Barrett could not be here, but that Mr. Nelson, a member of their executive board, would be authorized to act as their representative before this committee to-day.

The Chairman: Mr. Nelson is here, I suppose?

Mr. Gompers: I think he is.

The Chairman: What is that organization composed of—practical farmers?

Mr. Gompers: Yes, sir.

The Chairman: Or of people simply interested in agriculture. It is composed of practical operating farmers or farm laborers?

Mr. Gompers: Operating farmers. If you will permit me to read the further amendment you will observe what they ask which we have given our adherence to, and they have given theirs to our proposition. It is this:

That nothing in said act or in this act is intended, nor shall any provision thereof be enforced so as to apply to organizations or associations not for profit or without capital stock, nor to the members of such organizations or associations.

That nothing in said act, nor in this act, is intended, nor shall any provision thereof hereafter be enforced so as to apply to any arrangements, agreements, or combinations among persons engaged in agriculture or horticulture, made with a view of enhancing the price of their own agricultural or horticultural products.

(This amendment has been introduced by Hon. Wm. B. Wilson in the House of Representatives and is now known as H. R. 20584.)

Now, I want to read for information from the British Trades Dispute Act. It will not occupy more than two or three minutes. The act was passed by Parliament in December, 1906:

1. It shall be lawful for any person or persons acting either on their own behalf or on behalf of a trade union or other association of individuals, registered or unregistered, in contemplation of or during the continuance of any trade dispute, to attend for any of the following purposes at or near a house or place where a person resides or works, or carries on his business, or happens to be (1) for the purpose of peacefully obtaining or communicating information; (2) for the purpose of peacefully persuading any person to work or abstain from working.

2. An agreement or combination by two or more persons to do or procure to be done any act in contemplation or furtherance of a trade dispute shall not be ground for an action, if such act when committed by one person would not be ground for an action.

3. An action shall not be brought against a trade union or other association aforesaid for the recovery or damage sustained by any person or persons by reason of the action of a member or members of such trade union or other association aforesaid.

The Chairman: Have you the full act?

Mr. Gompers: These are the three sections, and then there is the enacting clause.

The Chairman: What connection does that have with the act of, I think, 1873, passed by Parliament?

Mr. Gompers: The law of 1873, I think it was, was rendered practically nugatory by the Taff-Vale decision which so intensified the feeling of British workmen and the British public generally, that it resulted in the trades dispute act.

The Chairman: Does this operate to repeal the act of 1873, as you understand it?

Mr. Gompers: It affirmatively takes its place and wipes out the effect of the Taff-Vale decision.

The Chairman: Have you a citation so that we can get the case to which you refer?

Mr. Gompers: You know, Mr. Littlefield, I am not a lawyer.

The Chairman: I thought perhaps you had a citation of the case; where it was reported.

Mr. Gompers: No; but I can get it. Mr. Low has—

The Chairman: Has Mr. Low got it?

Mr. Low: I have a copy of the act.

The Chairman: No; I wanted the citation of the case, so that we could look the case up.

Mr. Gompers: I am of the opinion there would be little difficulty in obtaining it. Surely, you have ample facilities to obtain it. The Library of Congress certainly has a compilation of laws upon that subject. I am satisfied it has.

The Chairman: Very well; if you think we can find it without any trouble in such a compilation.

Mr. Gompers: I have here some citations of decisions and opinions in several courts in the matter of strikes which I should like to submit.

The Chairman: And make them a part of your remarks without reading?

Mr. Gompers: Yes, sir.

The Chairman: You may do so.

Mr. Gompers: In conclusion, let me say that in my judgment, speaking not only as president of the American Federation of Labor and as a representative of the workmen, but as an American citizen, I believe firmly that there is no question before this Congress possibly, nothing equal in importance to this question which can arise in a very long time. It ought not to be deferred until some other time; it ought not to be postponed until a hereafter. The workmen of the country feel that they have been outraged, that their interests have been invaded. I could not interpret to you in words the feeling or reflect their sentiments or views, even if I should attempt to do so, and no matter what time I might take in so doing. The men of labor of this country feel outraged, I repeat; they feel that they have been robbed; they feel that they have been shorn of the only protection that they have—their organization, the right to combine, the right to associate, the right to help each other, the right to help bear each other's responsibilities and burdens, the right to protect themselves from greed from the rapacious. For in truth we must

(Continued on page 11.)

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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KETCHIKAN.
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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

LABOR AND ANTI-TRUST LAW.

(Continued from page 10.)

bear this in mind. We have not any hesitancy in saying that the large majority of employers are fairly inclined, but it is equally to their protection as it is to the protection of the men who labor that we organize and have all the fullest rights of our normal activities as workmen and citizens in order that we may compel the man who is always nibbling at the wages of workmen, that we can protect the fair-minded employers from the nibbling wage-cutting policy and niggardliness of the unfair and antagonistic employer.

In the interest of men of labor, the women of labor, of American manhood and womanhood and citizenship, I make this appeal to you gentlemen of the judiciary committee, that we can not wait much longer for relief; and if I judge the temper of the American workman accurately, and I think I do, they are going to hold to a strict accountability the men or parties whoever and whichever they may be who fail to fairly respond to this urgent appeal.

The Chairman: Now, Mr. Gompers, a word. Would this amendment you suggest, if it became a law, authorize the prosecution of such a boycott as was attempted in the Danbury Hatters' case, which was in violation of the Sherman anti-trust law? Is that the purpose?

Mr. Gompers: One of the purposes; yes, sir. That case was brought under the Sherman anti-trust law.

The Chairman: Yes. And the purpose of the amendment you have offered is to relieve you from the operation of the Sherman anti-trust law as construed by the court in that case?

Mr. Gompers: Yes, sir.

The Chairman: And to authorize that kind of an interstate boycott?

Mr. Gompers: Yes, sir.

The Chairman: Do you, as the representative of organized labor, favor the boycott, both as an interstate and a local proposition?

Mr. Gompers: I do, sir.

The Chairman: And your organization stands for that?

Mr. Gompers: It does, sir.

The Chairman: You filed a petition of intervention in the Danbury Hatters' case on the ground that it was one of the fundamental purposes of the organization, and for that reason you had a vital—

Mr. Gompers: Your assumption is wrong. It is not the fundamental purpose of the organization. It is only one of the means.

The Chairman: I may be wrong about that. I was simply speaking on the basis of the expressions contained in your petition, which in part reads as follows:

" * * * and that a decision herein in favor of the plaintiff in error would seriously obstruct and hinder the said American Federation of Labor, petitioner, in carrying out the purposes for which it was organized, and destroy, at least to some extent, its usefulness to its members, and would likewise and in like manner injure said members."

"First. That the constitution of said American Federation of Labor petitioner, makes special provision for the prosecution of boycotts, so-called, when instituted by a constituent or affiliated organization, as is described in the complaint filed in the district court by the plaintiff in error herein, through the agency and pursuant to the approval of the Executive Council of the petitioner; but what are alleged in said complaint to be boycotts are in reality legal and proper proceedings set on foot and carried on in order to accomplish lawful ends of your petitioner and the said affiliated or constituent associations."

I suppose that accurately states the attitude of your organization?

Mr. Gompers: Yes, sir; but that is not one of the fundamental principles.

The Chairman: Well, your constitution provides for the prosecution of boycotts, does it not?

Mr. Gompers: No, sir.

The Chairman: But this petition, signed by the American Federation of Labor, Samuel Gompers and Frank Morrison, by T. C. Spelling, attorney, says: "First, that the constitution of said American Federation of Labor, petitioner, makes special provision for the prosecution of boycotts." I know nothing about it except what I see here.

Mr. Gompers: The constitution makes provision for the selection of a committee on boycotts, and also regulates the manner, or rather restricts the number of boycotts which an organization can apply for endorsement, and it also restricts the central bodies from endorsing certain boycotts.

Your questions make it necessary for me to say just a word more, if I may.

The Chairman: Certainly.

Mr. Gompers: You must bear in mind that in the case in point, the Hatters, their organization has had a continuous history. There has been a continuous history of the organized hatters for over 500 years. From the old-time Guilds they have their records. There is that esprit de corps, there is that feeling of mutuality, of the old-time chapel, as it was and is called in the printing trade, which also obtains among the hatters. They have had and have agreements

with 70 of the largest hat manufacturers in America. They meet every year and agree upon wages, hours, and conditions of employment. They got into a dispute with Mr. Loewe; the merits of it I shall not attempt to discuss. But they contended for conditions of employment, conditions of labor, wages, etc., whatever they were, which obtained throughout the trade among the workmen employed in the other factories. To these Mr. Loewe objected. They came to a disagreement. Whatever the merits were, or the demerits were, I shall not attempt to discuss, but they came to a disagreement. It was necessary that the men in the trade—the hatters—must fight in order to maintain that scale of wages. Otherwise how could they expect these other 70 manufacturers to pay the scale, to pay decent wages which would give the men an American standard of living? It was a matter of self-defense. They had to fight. They will fight, and I will help them to fight if I can. Any set of workmen or workwomen in this country who want help in protecting their interests or advancing their rights, I shall, so long as life remains in me, try to help them to the very best of whatever little ability I may have; and whatever that may involve, too. And I want to say that in my 58 years of life I have been a law-abiding citizen. There is no man who can ever point to any act in my whole life that reflects to my discredit as a man and as a citizen. I want to assure you on my word of honor that so long as I live I will never buy a Loewe hat or a Bucks stove or range until these gentlemen come into agreement with organized labor and grant us conditions of fairness. Then they will get support and help. Until then, you may call it by any other name—boycott or no boycott—but I won't buy your hats anyhow.

Citations Presented by President Gompers in His Argument Before the Judiciary Committee on The Amendment to the Sherman Anti-Trust Law.

Casey vs. Cincinnati Typographical Union, No. 3, et al., 45 Fed. Rep., 135; Lawyers' Reports Annotated, Book 12. Lawful Combinations of Workmen:

"Combinations of artisans for their common benefit, as for the development of their skill, or for protection from overcrowding of their trade, are not opposed to public policy. *Greenhood, Pub. Pol., 648, citing Snow vs. Wheeler, 113 Mass., 179; Carey vs. Rutherford, 106 Mass., 1; Com. vs. Hunt, 4 Met., 111; Wolfe vs. Matthews, L. R. 21 Ch. Div., 194; Reg. vs. Rowlands, 17 Q. B., 671.*

"It is not illegal for workmen to form and act as an association to protect themselves against 'encroachments' of their employers. *Snow vs. Wheeler, 113 Mass., 179.*

"A combination between stevedores of a port to fix rates, and penalties for their violation, is not invalid. *Master Stevedores Asso. vs. Walsh, 2 Daly, 1; Collins vs. Locke, L. R. 4 App. Cas., 674; Sayre vs. Louisville Union Ben. Asso., 1 Duval, 143; Hilton vs. Eckersley, 6 El. & Bl., 47; Reg. vs. Rowlands, 17 Q. B., 671; 5 Cox, Cr. Cas., 436; Reg. vs. Duffield, 5 Cox, Cr. Cas., 404.*

"The legality of an association depends on the means to be used for the accomplishment of its object, whether such object be innocent or otherwise. *Com. vs. Hunt, supra.*

Commonwealth vs. Hunt et al., 4 Metcalf, 111, 38 American Decisions, 354 358; Justice Shaw:

"354. Stripped, then, of these introductory recitals and alleged injurious consequences, and of the qualifying epithets attached to the facts, the averment is this: That the defendants and others formed themselves into a society, and agreed not to work for any person who should employ any journeyman or other person not a member of such society, after notice given him to discharge such workman.

"The manifest intent of the association is to induce all those engaged in the same occupation to become members of it. Such a purpose is not unlawful. It would give them a power which might be exerted for useful and honorable purposes, or for dangerous and pernicious ones. If the latter were the real and actual object, and susceptible of proof, it should have been specially charged.

"358. Suppose a baker in a small village had the exclusive custom of his neighborhood, and was making large profits by the sale of his bread; supposing a number of those neighbors, believing the price of his bread too high, should propose to him to reduce his prices; or, if he did not, that they would introduce another baker, and, on his refusal, such other baker should, under their encouragement, set up a rival establishment and sell his bread at lower prices. The effect would be to diminish the profit of the former baker, and to the same extent to impoverish him. And it might be said and proved that the purpose of the association was to diminish his profits, and thus impoverish him, though the ultimate and laudable object of the combination was to reduce the cost of bread to themselves and their neighbors. The same thing may be said of all competition in every branch of trade and industry; and yet it is through that competition that the best interests of trade and industry are promoted. It is scarcely necessary to allude to the familiar instances of opposition lines of conveyance, rival hotels, and the thousand other instances, where each strives to gain custom to himself, by ingenious improvements, by increased industry, and by all the means by which he may lessen the price of commodi-

ties and thereby diminish the profits of others.

"We think, therefore, that associations may be entered into, the object of which is to adopt measures that may have a tendency to impoverish another—that is, to diminish his gains and profits—and yet, so far from being criminal or unlawful, the object may be highly meritorious and public-spirited."

Arthur et al. vs. Oakes, 63 Fed. Rep., 321; Justice Harlan:

"These employees have taken service first with the company and afterwards with the receivers, under a general contract of employment which did not limit the exercise of the right to quit the service, their peaceable co-operation as the result of friendly argument, persuasion, or conference among themselves in asserting the right of each and all to refuse further service under a schedule of reduced wages, would not have been illegal or criminal, although they may have so acted, in the firm belief and expectation that a simultaneous quitting without notice would temporarily inconvenience the receivers and the public. If, in good faith and peaceably, they exercise their right of quitting the service, intending thereby only to better their condition by securing such wages as they deem just, but not to injure or interfere with the free action of others, they can not be legally charged with any loss to the trust property resulting from their cessation of work in consequence of the refusal of the receivers to accede to the terms upon which they were willing to remain in the service. Such a loss, under the circumstances stated, would be incidental to the situation, and could not be attributed to employees exercising lawful rights in orderly ways, or to the receivers, when in good faith and in fidelity to their trust they declare a reduction of wages and thereby cause dissatisfaction among employees and their withdrawal from service."

Same case, Page 327:

"We are not prepared, in the absence of evidence, to hold, as matter of law, that a combination among employees, having for its object their orderly withdrawal in large numbers or in a body from the service of their employers, on account simply of a reduction in their wages, is not a 'strike,' within the meaning of the word as commonly used. Such a withdrawal, although amounting to a strike, is not, as we have already said, either illegal or criminal. In *Farrar vs. Close, L. R., 4 Q. B., 602, 612, Sir James Hannen, afterwards lord of appeal in ordinary, said:*

"I am, however, of opinion that strikes are not necessarily illegal. A 'strike' is properly defined as 'a simultaneous cessation of work on the part of the workmen;' and its legality or illegality must depend on the means by which it is enforced, and on its objects. It may be criminal, as if it be a part of a combination for the purpose of simply illegal, as if it be the result of an agreement depriving those engaged in it of their liberty of action, similar to that by which the employers bound themselves in the case of *Hilton vs. Eckersley, 6 El. & Bl., 47, 66; or it may be perfectly innocent, as if it be the result of the voluntary combination of the men for the purpose only of benefiting themselves by raising their wages, or for the purpose of compelling the fulfillment of an engagement interest entered into between employers and employees, or any other lawful purpose.*"

Am. & Eng. Ency. of Law, 2d ed., vol. 18, p. 83, under title Labor Combinations:

"These laws for the protection of trade have, in recent years, been materially modified by the admission of exceptions, as industrial progress has rendered specific applications of the principle no longer necessary. The most notable exception, perhaps, is that in favor of labor combinations. This is due in England and Canada to the passage of express statutes, but in the United States the admission of the exception is largely due to the action of the courts themselves."

Oxley Stave Co. vs. Coopers' International Union of North America et al., 72 Fed. Rep. 698:

"No one can question the right of the defendants to refuse to purchase machine-made packages, or of goods packed in them, or, by fair means, to persuade others from purchasing or using them. If that is all that is implied by a boycott, as insisted by defendants, it is difficult to see where they violate any law, although it might injure the complainant's business. It has been decided, however, that while such action would not be unlawful by an individual, a combination and conspiracy to accomplish the purpose would be an illegal act."

Gray vs. Building Trades' Council, 91 Minn., 171, 97 N. W., 663, 1118: 103 Amer. State Repts., 491:

"2. By Employees.—The right of workmen to combine and organize for the purpose of improving their conditions can not be questioned. They may, in order to compel their employers to accede to their demands, quit the service singly or in a body, persuade other workmen to unite with them in furtherance of their purpose, and refuse to allow their members to work where non-union men are employed. They may refuse to have any sort of dealings with employers of non-union labor. This doctrine is recognized by the Minnesota court in the principal case: See, also, *Clemmitt vs. Watson, 14 Ind. App., 38, 42 N. E., 367; National Protective Assn. vs. Cumming, 170 N. Y., 315, 88 Am. St. Rep., 648, 63 N. E., 369, 58 L. R. A., 135.*"

Home News.

Governor John Sparks of Nevada, died at his home near Reno, Nev., on May 22, aged 65 years.

President Roosevelt has signed the bill directing the restoration to gold and silver coins of the motto "In God We Trust" ordered by him stricken from the gold coins some months ago.

Judge Evans, of Columbus, O., has granted a temporary restraining order prohibiting the State Railroad Commission from enforcing its car service rules against the several railroads in Ohio as to interstate commerce.

United States Senator Foraker has served notice that he will make public the President's letters to Senators declaring he would not restore the discharged negro soldiers even if Congress passed a bill for this purpose.

During the first four months of 1907 the total exodus of laborers from New York was 96,731, while for the first four months of this year the figures reached 239,010, an increase of 142,279.

The Republican National Convention is to be asked to place a Woman's Suffrage plank in the party platform. The request will come from the general committee, on which will be representatives of various woman's clubs.

Emphatic denial of reports from Washington that Vice-President Fairbanks has abandoned his fight for the Presidency and would seek renomination as Vice-President at the Republican Convention, is made by J. B. Kealing, his campaign manager.

The Senate on May 20 passed a bill to prevent desecration of the United States flag, with an amendment providing that its restrictions shall not apply to banners or flags carried by military or patriotic organizations authorized by law.

The Senate Committee on Immigration on May 19 favorably reported the House bill amending the laws in relation to the naturalization of aliens. The committee amended the bill increasing the fees for naturalization from \$5 to \$10.

Vice-President Fairbanks' managers throughout Indiana are preparing the public mind for his withdrawal from the Presidential race, with the announced purpose not to stand out against the nomination for second place if it is the will of the convention.

Immigration authorities at New York say that the homeward tide of foreigners is again on the increase. European steamers in four days of last week carried away not less than 10,400 aliens as steerage passengers. The week's total is expected to reach upward of 17,000.

Forty-eight per cent of the adult Indians of Alaska are suffering from tuberculosis, while practically all of the children are suffering from some disease or other, is the report of Captain Paul C. Hutton, assistant surgeon, United States Army, who arrived in Seattle, Wash., on May 22, from Fort William H. Seward.

Glenn H. Curtiss, of the Curtiss Manufacturing Company, made a flight of 339 yards in Baldwin's aeroplane Whitewings at Hammondsport, N. Y., on May 23. In the first jump he covered 205 yards, then touched the ground, rose immediately and flew 134 yards further. The machine was under perfect control at all times and was steered easily.

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INFORMATION WANTED.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Viktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Hugh A. Keith, supposed to be sailing on the Australian Coast, is inquired for by his brother, Archie. Address, 42 South street, New York, N. Y.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

John Bersch, last heard of as mate of the bark Reaper in 1903, and supposed to be in Alaska, is inquired for by relatives. Address John Schultmann, Sailors' Union, San Francisco, Cal.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland Avenue, San Francisco.

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Seattle, Wash., Letter List.

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Ahlstedt, And.	Johanson, Emil
Alfson, Knut	Johanson, Hjalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut,
Anderson, Oscar	-1295
Andersen, Sverre	Johnson, C. T.
Andersen, Bernard	Johnson, Carlsen
Andersen, A. H.	Job, P.
Andersen, H. -1124	Kalnlug, J.
Andersen, W.	Karlson, Victor
Andersen, James	Karlson, A., 1158
Andersen, A. -826	Karlson, K. G., -270
Andersen, Christian	Karlson, K. A., -551
Andersen, J. -1514	Kelder, Edmund
Anderson, O. F. -1363	Kehola, Henry
Anderson, Axel P.	Kirist, Hans
Anderson, Joseph	Klalin, Chas.
Anderson, O. -1531	Knubedal, Pete
Apps, P.	Koppen, B. O.
Aunapo, E.	Krause, Erick
Aske, John	Kristoffersen, Emil
Assetts, Andrew	Kummerlove, O.
Bateman, S. J.	Lakborren, Frans
Barwa, D.	Lambert, Ed.
Beck, R.	Langvordth, C.
Bengtson, J.	Larsen, I., -1947
Bee, Calln	Larson, H. J.
Behrsen, J.	Larson, Konrad
Benson, J. E. -1454	Lerston, J.
Birkelund, R.	Lindman, H. A
Blomberg, Gust.	Lindholt, C., -1274
Blomquist, H.	Lindberry, Aug
Black, M. McKenzie	Lind, H. E.
Boulton, Thomas	Mayer, P. M.
Boman, Oscar	Martinsen, I.
Bohman, Erick	Mattson, M. A.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Julius	Mattson, F.
Brand, Feder	Mikoleit, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Moris, E.
Bylander, Fred	Myline, E.
Carlson, A. M.	Myren, A.
Campbell, Albert	Newman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, B. T. -656	Nelson, Heige
Christensen, Alhert	Nordenhurg, John
Christensen, Fred	Norvel, Wm.
Christensen, Einer	Nyburg, E.
Christoffersen, John	Nurse, U. F.
Christensen, Otto,	O'Driscoll, J. J.
-1223	Ohlson, Julius
Clemens, Geo.	Ohlson, Oscar
Clewley, James	Olsen, Chas.
Colby, E. E.	Olsson, E., -966
Curran, N.	Olson, H., -563
Danielsen, Ernest	Olsson, C. O., -705
Edwards, John	Olson, Ola
Edmond, Hjalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olsen, B.
Elmeborn, Carl R.	Olsen, P. O.
Eklund, P. H.	Overnik, Thos.
Elstedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Eriksen, Peter	Petterson, Erik
Eslenberg, Gust	Pedersen, Myer
Falk, O. A., -473	Peter, H., -1230
Farley, D.	Pederson, Louis
Fabuck, L.	Petersen, O. P.
Fitzgerald, Harry	Pennlingrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990.
Fraberg, Fredrik	Plebard
Gad, V. C.	Polge, L.
Gad, S. V.	Pontynen, H.
Gotaas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmondson, Johan	Reek, John
Hardin, M.	Reymond, L.
Haakonsen, H.	Remer, Jacob
Hansen, H. M.	Rojahn, Axel
Halvorsen, Edwin	Rojenes, A. or G.
Hansen, W. -1620	Rose, W. H.
Hansen, C. Fuhr	Scott, E. G.
Hansen, Theodor	Schmah, M.
Hawkes, W. J.	Schmidt, F.
Hermansen, F.	Scherlan, R.
Hesterberg, Max	Schultz, E., -1842
Hixon, W. J.	Schon, Hans
Hjelkrem, T.	Scholgrain, J.
Hope, N.	Seppel, P.
Hogan, R.	Sibell, C.
Hollburg, Oluf.	Shane, J.
Hollgren, G. J.	Smevig, J.
Hutchison, E.	Soderholm, A.
Jacobson, John	Staff, K.
Jamison, James	Steln, A.
Jacobson, H. J.	Syvestin, K.
Jacobson, Chas.	Sweeney, S. B.
Jorgensen, Alf.	Thorne, G.
Jordfeld, Theo. -1925	True, C. Nelson
Jorgensen, Heine	Wallace, A.
Johanson, J. F. -1462	Westman, A.
Johnson, J. J.	Wimmer, Geo.
	Winters, H.

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Svanhild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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Borge, -1568	Johansen, F. B.
Bade, Alex.	Johnson, Andrew
Boose, Paul C.	Johannessen, 1441
Behrens, Emil	Jensen, Geo. L.
Berthelsen, Alfred	Kone, Ernest
Brookman, Robert	Lindholm, Gustaf
Coye, Chas. F.	Ludlow, James
Cone, Pierre	Lettre, Honore
Connecke, Hugo	Lerch, Paul
Dahl, John	Lewis, W. J.
Espensen, E. Niels	Le Sollen, Pierre
Eriksson, E. J.	Martin, John B.
Frihland, Carl J.	McArthur, Chas. A.
Hansen, Geo. J.	Mikkelsen, J.
Holmberg, O. B.	Neuling, A.
Henriksen, Adolf G.	Nelson, Johan
Hansen, Aldan	Nilsen, Edwin
Hansen, H.	Nelson, Louis
Hassall, S. G.	Olsen, John
Hartman, Chas.	Pohlmann, Hans
Hilarton, Chas.	Peterson, John
Hegan, Paddy	Peterson, J. A.
Jensen, -1826	Wahlstedt, -778
Jensen, Peter	Wilsen, Anders
Jahnke, Arthur	
Jakobsen, Ole	

INFORMATION WANTED.Mr. Lowmeyer, late of Buena Vista,
Cal., is inquired for. Address Gust.
Dignes, Sailors' Union, San Francisco.Rudolf Carlsen wishes to know the
whereabouts of his brother Edward
Carlsen, address, Sailors' Union, Box
65, Seattle, Wash.Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.When making purchases from our
advertisers, always mention the Coast
Seamen's Journal.

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every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
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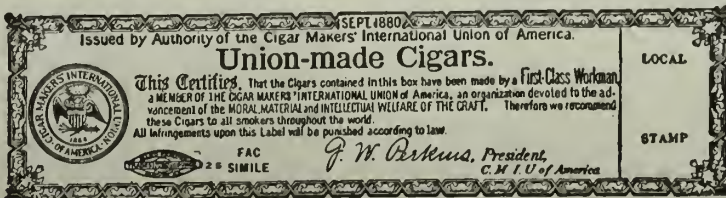
Phone Main 3300.

Pt. Townsend Letter List.

Blanka, F.	Moran, Karl
Emke, Wilt	McLeod, J. C.
Hilke, Carl	Nilsen, M. V.
Jensen, Ingvald M.	Olsen, Alf.
Kuhl, H.	Phorspect
Karlsson, Karl	Stacheassen, C.
Karvonen, Lars.	Stevens, W.
Lundkvist-1014	Thorne, Richard
Ligestraim, G.	Udbye, Harvle
Moberg, Alf.	Weber, Ch. O.

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ences.Believers in Industrial Peace and
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shoe dealer for shoes bearing this stamp.The product of Fair Employers and Fair Labor merits the pat-
ronage of all fair minded persons. Ask your dealer for Union Stamp
shoes, and if he can not supply you, writeBOOT AND SHOE WORKERS' UNION,
246 Summer St., Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.**News from Abroad.**Sixty persons were killed and over
100 injured in a railroad collision
near Antwerp, Belgium, on May 21.News that Russian soldiers have
crossed the frontier and are concen-
trating within Persian territory has
caused great excitement at Teheran.The national debt of Japan, includ-
ing bonds payable for railways re-
cently nationalized, is expected to
total within a few years 2,700,000,000
yen (\$1,250,000,000).A charge was recently made before
a London magistrate that Augustine
Birrell, Chief Secretary for Ireland,
was guilty of the recent theft of the
crown jewels from Dublin Castle.Investigation of the recent native
riots at Calcutta shows them to be
widespread and serious and the Brit-
ish authorities believe they faced an
attempt at revolution.Japan has agreed to the proposal of
the United States Government that an
international conference be held in
Shanghai next January to discuss
measures for the suppression of the
opium evil.The statutory time for the adjourn-
ment of the Philippine Assembly hav-
ing arrived, on May 22, with the work
of that body incomplete, Governor-
General Smith has called a month's
extra session.The British steamer Latona, from
Montreal for London, foundered west-
ward of the Lizard on May 20, after
colliding with the British steamer
Japanic, from Newport for Monte-
video. No lives were lost.The Chinese legation at St. Peters-
burg is in receipt of a telegram from
the Chinese society at Khabayovsk,
Siberia, complaining of the arrest
there of 200 Chinese residents because
they were without passports.John Murray, publisher, has ob-
tained a verdict of \$37,500 damages
against the London Times because
the Times accused his firm of extor-
tion in selling the letters of the late
Queen Victoria at a high price.General Snarski, commander of the
Russian punitive expedition into Per-
sian territory, has been ordered to re-
sume his advance into Persia and to
punish the bandits with fire and
sword. He will destroy villages, but
spare the women and children.The French Court of Appeal has re-
jected the appeal of Ensign Charles
B. Ullmo, of the French Navy, who,
in February of this year, was sen-
tenced to life imprisonment for the
treasonable offense of attempting to
sell naval secrets to a foreign power.The Radical and Radical-Socialist
parties were heavy gainers through-
out France in the municipal elections
held on May 3. They made their ad-
vances at the expense of the extreme
Socialists and the reactionary Na-
tionalists. The latter in Paris alone
lost 45,000 votes.At a conference held at Manchester,
Eng., recently of the spinners of
American cotton it was decided to
close the mills for the whole Whitsun-
tide week (beginning June 7) and
every Saturday and Monday following
for a period of four weeks, because of
the slackness of trade.British Prime Minister Asquith re-
plying to an important delegation of
radical members in the House of Com-
mons, declared that the Government
intended to pass a comprehensive
measure of electoral reform, and that
he would not oppose a provision for
Woman Suffrage.

World's Workers.

The United Clerks' Union of Sydney, Australia, has appointed delegates to represent it at the next Trades and Labor Congress.

The Chief Inspector of Mines of Queensland, Australia, has been called upon to furnish a report on the necessity for the establishment of a State smelter in the state.

Last year the number of accidents in connection with mining in Queensland, Australia, was 136, resulting in 141 casualties, of which 15 were fatal.

Scarcely 15,000 out of the total of 400,000 workmen in St. Petersburg celebrated the Russian May Day on May 14 by refusing to work. There were no serious disorders.

A noticeable feature about Bundaberg, Australia, at present is the fact that with few exceptions the hotels employ either Chinese or Japanese cooks.

The Amalgamated Engineers on strike in the Northeast of England against a reduction of wages, have, by a ballot, refused to submit to arbitration the matter in dispute.

A large deputation of unemployed waited recently on the Commissioner for Public Works at Adelaide, Australia, who, in reply, promised to see what could be done to provide employment in his department.

A cane-cutting machine has been recently patented in the Australian Commonwealth and Fiji. Its inventor claims that with the assistance of three men the machine will cut at least 100 tons of cane in eight hours.

The statistics relating to the number of men engaged in the mining industry in Queensland, Australia, during 1907, show the average during the year to have been 21,890, a total which is 1157 less than that in the former year.

The Earl of Dunraven, writing in the Nineteenth Century, says: "England is no longer the factory of the world. The British workman no longer stands, as he did a generation ago, supreme as the skilled industrial workman of the world."

President Spence, of the Australian Workers' Union, estimates that the last rise in the price of shearing meant £250,000, and in its existence the Union had diverted £4,000,000 from the pockets of the squatters to the pockets of the workmen.

The recent warning to intending emigrants, issued by the Hungarian Minister of the Interior, that the economic situation in America had not shown sufficient improvement to give prospect of obtaining work, has failed to check the outflow from that country. The Minister now announces that immigrants who have gone to the United States since January 1 last will not be given the privilege of returning to Hungary gratis.

The fight of the Sydney (Australia) Wharf Laborers' Union against the employment of non-unionists is now strictly confined to the New South Wales coastal shipping companies, the men having gone back to work on the vessels of the interstate and overseas companies on a satisfactory understanding. As the union seamen have left the vessels of the coastal steamers, and the officers and engineers decline to sail with non-unionists, thirty-five coastal steamers are tied up at present. Indications show that the Wharf Laborers' Union will gain its point.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Jerome Dewight Hoffman of Kalamazoo, Mich., 5 feet 10 inches, black hair, gray eyes, scarred on hand, last heard of in 1900 while sailing as first mate in vessels plying between the West Indies and Atlantic ports, is inquired for. Anyone knowing his whereabouts will kindly notify Mr. W. L. Hoffman, Michigan Asylum for the Insane, Kalamazoo, Mich.

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INFORMATION WANTED.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address Coast Seamen's Journal.

Domestic and Naval.

The House of Representatives on May 22 rejected the conference report on the Postoffice Appropriation bill, 145 to 156. This means the defeat of ship subsidy.

The Holland-America Line announced recently that its new twin-screw passenger steamship Rotterdam is expected to make her maiden trip from Rotterdam to New York on June 13, sailing on the return voyage on July 1.

An interesting race down the Atlantic Coast ended on May 13 with the arrival at Savannah of the schooners Elizabeth T. Doyle, Lizzie M. Parsons and J. Edward Drake. All left Philadelphia late last month and arrived at Savannah at the same time.

The Cunard liner Lusitania broke all transatlantic records on the passage from Queenstown which ended on May 22. She came over the long course of about 2890 miles averaging more than 25 knots. At times her hourly speed was more than 26 knots. Her fastest day's run was 632 miles.

After days of anxiety on the part of owners and agents of the schooner Kate Darlington, reported spoken at sea with mainmast and flying jib-boom gone and foremast broken off at the masthead, the vessel, in the face of great odds, beat her way back to Baltimore on May 12.

Thirty thousand tons of American coal are to be delivered to the Atlantic battleships at Albany, Australia, at \$6.29 per ton. Bowling & Co., of New York, and the United States Shipping Company, of the same city, have obtained contracts for furnishing 15,000 tons each.

Six seamen who, with 25 others, narrowly escaped death when the British steamship Cacique blew up and sank off the Peruvian coast last month, arrived at New York on May 18 on the steamship Finance from Cristobal. The other members of the crew, all of whom escaped, remained in Peru.

Secretary of Navy Metcalf has addressed a letter to Mayor Reyburn of Philadelphia, in protest against the action of the proprietor of a restaurant of that city in refusing service to V. V. Sturtevant, chief yeoman on the United States steamship Montgomery, which is stationed at League Island Navy Yard, Pa.

Charles M. Taylor's Sons, Inc., freight agents of the new Italia Steamship Company, trading between Philadelphia, Pa., and the Mediterranean, have received notice that the discrimination on immigrant rates from Chicago to Philadelphia, which has been in favor of the International Mercantile Marine Company, has been abolished, and that in future the price of all immigrant tickets from the Western city to Philadelphia will be \$15.50.

President Roosevelt has appointed a commission to prepare a revision of laws to insure greater security to lives and passengers on American ships. The commission comprises Captain Adolph Marix, U. S. N., chairman of the Lighthouse Board, chairman; Charles Earl, solicitor of the Department of Commerce and Labor; Eugene T. Chamberlain, Commissioner of Navigation; George Uhler, supervising inspector general, steamboat inspection service; Commander William Strother Smith, U. S. N.

There was a union man and he had a union card,

And he yelled about his union all day long;

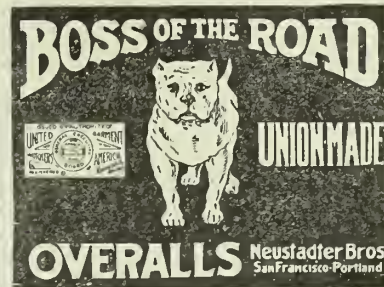
But there was no union label on his pair of overalls,

Which was inconsistent and at the same time wrong.

Now there's no excuse for this union man

With his union card and his roar,
If his dealer don't carry the "Boss of the Road"

He can find them at some first-class store.



THE HARRISON

Newly furnished rooms.

456 HARRISON ST., Corner First.
San Francisco, Cal.

Hot and cold running water in every room; electric lighted and free baths. Terms \$1.50 per week up.

INFORMATION WANTED.

Jack Kittilsen is inquired for by Chas. Johnson, South Island, Georgetown Co., S. C.

John Browne, a native of Courtmacsherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

With the Wits.

Lola's Voice.—George—"Has Lola much of a voice?"

Jack—"Not for singing, but when it comes to talking there is no end to it."—Home Magazine.

Tommy's Advantage.—"Pa," said little Tommy, getting a bright idea, "I can do something you can't."

"What?" demanded his father

"Grow," replied the youngster.—Philadelphia Press.

A Sign of Prosperity.—Rollingstone—"This here country is gettin' too darn prosperous."

Tatterdon—"That's right. I was obliged to refuse six jobs yistidy."—Philadelphia Inquirer.

He Didn't Enjoy It.—Visitor (to Lazy Luke in the workhouse)—"Are you enjoying good health, Luke?"

Lazy Luke—"Naw! I never enjoy good health, even when I have it."

Visitor—"Why, how is that?"

Lazy Luke—"Because I hafter work when my health is good."—Exchange.

Knew By Experience.—Mr. Bach—"I have my doubts about this idea that the more you give away the more you have."

Mr. Phamleigh—"No question at all about it. I gave away my daughter two months ago and now she's returned to me with her husband."—Philadelphia Record.

Cultured Curiosity.—The chauffeur was taking his load of tourists for a ride through the residence portion of the metropolis and pointing out to them the state mansions of the nabobs.

"I've often heard," said the portly dowager with the diamonds, "of these Oliver Wendel homes. Would you mind showing us one of 'em?"—Chicago Tribune.

No Room For Anything Else.—"Laura," growled the husband, "what have you taken all my clothes out of this closet for?"

"Now there's no use in your making any fuss about it, George," said his wife, with a note of defiance in her voice. "I just had to have some place where I could hang my new spring hat."—Chicago Tribune.

The Budding Author.—Ascum—"I hear your son is going in for a literary career."

Mrs. Dreamer—"Yes; he started this very morning."

Ascum—"Indeed! What has he done?"

Mrs. Dreamer—"He sat for his photograph in two poses—one where he's reading a book and another with his brow resting on his hand."—Puck.

JOHN J. BAGLEY & CO.

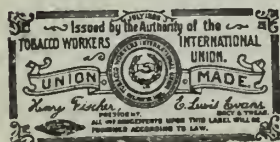
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HEADQUARTERS FOR UNION LABEL GOODS—Gold Seal Rubber Boots, California Flannels, Clothing, Furnishing Goods and Outfitters. Boss of the Road Overalls, 75 cents. Union Label Lace Back, 85 cents. Union Label Hickory Shirts, 50 cents.

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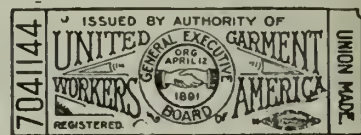
The oldest navigation school on the Pacific Coast (established 1875) offers you advantages that can not be obtained elsewhere.

Our methods are short, thorough, concise and practical; the prices are moderate, and you are assured of a "square deal."

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SAN FRANCISCO

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H. Lando, the Union Store formerly of 44 East street, begs to inform his many patrons and friends that he is now located at 234 north side of Market street, between Drumm and Davis streets, where he carries a complete line of men's up-to-date Clothing, Furnishing Goods, Hats and Trunks, and of the latest models.

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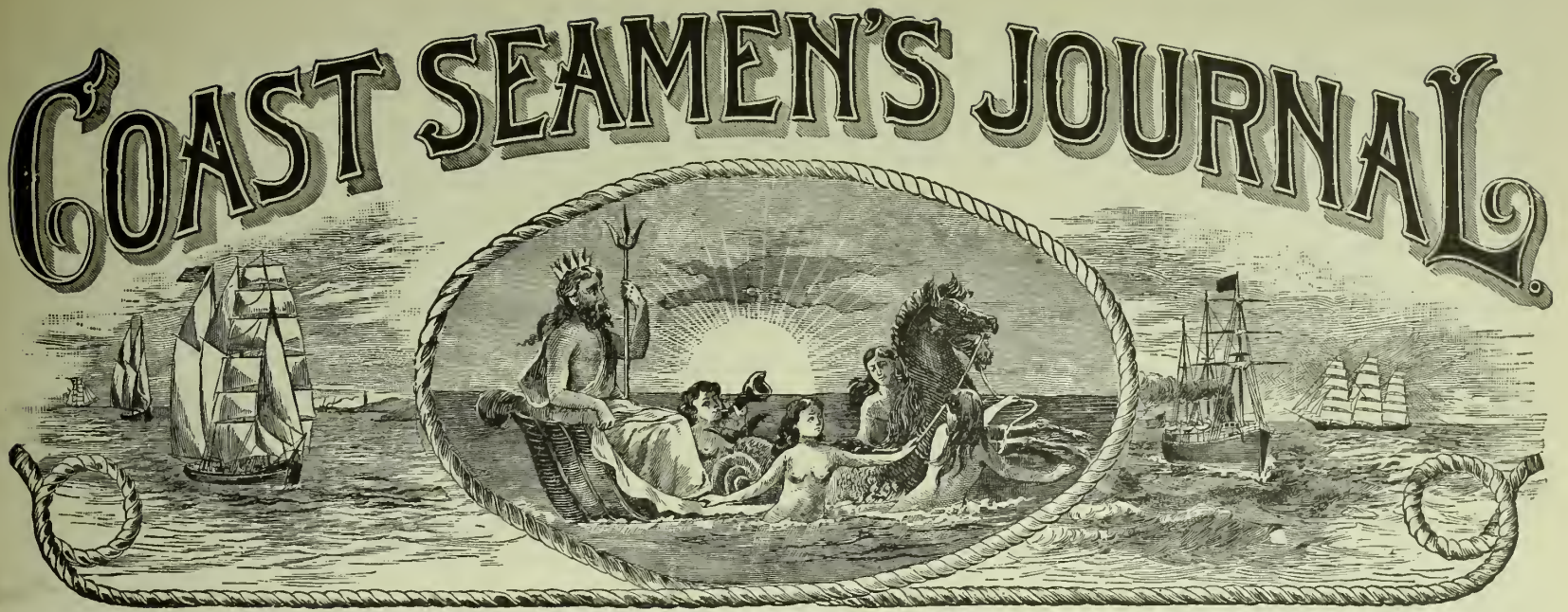
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VOL. XXI, No. 37.

SAN FRANCISCO, WEDNESDAY, JUNE 3, 1908.

Whole No. 1067.

DAMAGES FOR BLOCKADE-RUNNERS.

AN INTERESTING AFTERMATH of the Russian-Japanese war is to be noted in the numerous suits in the courts of the United States, Great Britain and other countries, growing out of attempts to run the blockade. In most instances the decisions of the courts have been favorable to the seamen who have sued for wages and damages as a result of loss or injury incurred in these hazardous and illegal ventures. The latest case of the kind is that recently determined by the United States Circuit Court at San Francisco. A verbatim copy of the decision in this case is herewith published, as follows:

United States Circuit Court of Appeals for the Ninth Circuit.

Northwestern Steamship Company, Limited, Appellant, vs. Thomas Turtle et al, Libellants and Appellees, Charles H. Robertson et al, Intervening Libellants and Appellees.

John P. Hartman for the Appellant.

Daniel Landon, Ormsby McHarg and Jesse A. Frye for the Appellees.

Before Gilbert, Ross and Morrow, Circuit Judges.

In the month of January, 1905, at the port of Seattle, Washington, the appellees shipped as members of the crew of the steamship Tacoma for a voyage from that port "to Shanghai, China, and such other ports and places in any part of the world as the master may direct and back to a final port of discharge in the United States on Puget Sound, for a term of time not exceeding six calendar months."

At that time and for some time prior thereto a state of war existed between Japan and Russia, and the Japanese Government had declared the Russian port of Vladivostok closed to trade and commerce. Instead of Shanghai, the destination of the vessel was Vladivostok. The steamer carried a cargo of salt beef, intended for the Russian Government, and contraband of war. The vessel, in attempting to reach Vladivostok by an unusual and indirect route, presumably for the purpose of avoiding capture by the Japanese, whose war vessels were then patrolling the waters in the usual course of vessels to Vladivostok, became wedged in the ice at a considerable distance northeast of Vladivostok, where she remained for a period of forty-one days, during which she was at times in imminent danger of being crushed by the ice. Before she was finally extricated from the ice, she was captured by a Japanese man-of-war, a Japanese prize crew was placed on board, and she was taken to Yokosuka, a naval station near Yokohama. There the appellees were taken by the Japanese authorities from the vessel and brought to Yokohama, where the United States Consul secured their release. They were then sent to Seattle on the Empress of China. Their wages were paid for the whole period of their absence from the port of shipping. They fixed libels in personam against the appellant, the owner of the vessel, alleging in substance the foregoing facts, and in addition thereto, alleged that the appellant, notwithstanding the provisions of the shipping articles, at all times in-

tended to and did, without their knowledge and consent, dispatch the vessel upon a voyage from Seattle to Vladivostok; that while the steamship was wedged in the ice they suffered greatly from cold and exposure, and lack of proper food and from mental strain and anxiety caused by the danger and fear that the steamship would be crushed by the ice; that they suffered humiliation by being made prisoners of war and experienced discomfort and inconvenience because of the inferior quarters and insufficient food furnished them at Yokohama and upon the steamer Empress of China upon her voyage home. The appellee Moritz claimed damages on the further ground that by reason of such exposure to cold, he contracted rheumatism, whereby he suffered greatly and was compelled to lie idle and incur expenses in medical treatment. The appellee Raymond also testified to special hardships suffered, and to mental strain and anxiety after leaving the vessel while she was caught in the ice, in his effort to find a station from which news of the dangerous condition of the others could be conveyed to the owners and news to his family that he still survived. The answers to the libels are substantially the same. They admit that while the vessel was lying in the harbor of Seattle and was about to engage in a voyage from Seattle to Shanghai and return, the appellees signed shipping articles as above set forth; that on January 5, 1905, the vessel sailed from the port of Seattle, in accordance with the shipping articles, and pursued a northerly course. They denied the allegations of hardship and suffering set forth in the libels, and by way of affirmative answers alleged that it was announced to the appellees before leaving Seattle that the steamship would coal at Dutch Harbor, and that she would land her cargo at Shanghai, China, or such other port as might be required by the consignee if any other port should be required by the consignee after touching any port where the master could get into correspondence with the consignee or its agent, or upon such orders as might be made before leaving the ports of the United States. On the issues so framed, a large amount of testimony was taken and thereupon the District Court found in favor of the appellees, holding that there was a deviation from the voyage for which they shipped; that they had undergone sufferings and hardship as alleged, and assessing their damages as follows: To Moritz, \$1,000; to Raymond, \$2,000, and to the remaining appellees, \$200 each.

Gilbert, Circuit Judge, after stating the case as above, delivered the opinion of the Court.

Error is assigned to the finding of the District Court that there was a deviation from the voyage which was described in the shipping articles. The shipping articles described the voyage as "from the port of Seattle to Shanghai, China, and such other ports and places in any part of the world as the master may direct, and back to a final port of discharge in the United States on Puget Sound." To comply with these articles, the vessel after leaving the point of departure was bound to proceed directly by the ordinary route to Shanghai, and to touch at no intermediate point unless the exigencies of the voyage required she enter the same for coal, supplies, repairs or other like reasons. Under those articles the vessel was not permitted to touch at any other or inter-

mediate port for discharge or cargo before going to Shanghai. Deviation as applied to the rights of seamen is analogous to deviation in its application to marine insurance, although there may be deviations which would discharge underwriters, that would not discharge seamen. In either case it is a voluntary departure without necessity or reasonable cause from the regular and usual course of the specified voyage. The course taken by the vessel in the effort to reach Vladivostok was clearly a departure from the prescribed route. That it was voluntary is beyond question. The evidence shows that at the time when the shipping articles were signed, the intention of the appellant was not to send the vessel to Shanghai, but to Vladivostok for discharge of her cargo. In order to reach that port and avoid the danger of interception by the blockading fleet, the vessel was sent out of the usual course to that port, and northward through the Kurie Islands into Okhotsk Sea. The appellant argues that because the shipping articles permitted the vessel, after going to Shanghai, to visit other ports, their proper construction would permit the visiting of other ports on the way to Shanghai, but such is not the law. Such articles have always been construed as requiring the vessel to visit the designated ports in the order named therein. *United States vs. Matthews*, 2 Sumn., 470; *The Ship Moslem*, Ole. Adm., 298; *Weiberg*, et al, vs. *The St. Oloff*, 2 Fot. Adm., 428; *Anon Fed. Cas. No. 449*. Not only was there deviation, but the crew were taken upon a voyage of a totally different nature from that for which they had shipped, and involving perils which were not incident to the voyage described in the articles. They were carried in the winter time far out of the usual course of a voyage to Shanghai, into a northern sea, full of ice; on a ship insufficiently supplied with provisions and fuel for their comfort, where they were subjected to hardships and perils not contemplated in the shipping articles, and were subject to capture and detention.

It is not contended, however, that if it should be found that there was deviation, the appellant is not liable because the appellees knew that the vessel was to go to Vladivostok, and they consented to such a course. It would be enough to say in answer to this, that the shipping articles can not thus be varied by parol. It is the intention of the statute that the articles shall express the true nature of the voyage and it is contrary to its policy to permit a variation of the articles by evidence of a verbal agreement made at the time when they signed. *Thompson et al. vs. The Oakland*, Fed. Cas. No. 13,971; *The Triton*, 1 Blatch. & H., 282. But the District Court found that this contention was not sustained by preponderance of the evidence, and we find in the evidence no ground to question that conclusion. The appellant points to the clause in the articles which provides: "Should vessel not return to the United States, passage and wages of crew to be paid back to Seattle." It is said that this was inserted in the articles because the appellees insisted upon it, and that this is strong proof that they knew where they were going. The appellant refers to the testimony of the appellee Raymond to show that he so understood the purport of that clause. His testimony, however, is not sus-

(Continued on Page 7.)

WAGES AND PRICES.

Ever since the late unpleasantness in the financial world I have had it dinned into my ears by the know-it-alls with whom I have come in contact that the wages of sailors, and other skilled mechanics, are due to take a tumble pretty soon. "Your wages are too high," say these wise persons, with that superior, you-can't-tell-me-a-thing-sir air characteristic of the tribe, "to remain stable they have been bolstered up artificially by the unions, and must therefore inevitably come down when the law of action and reaction causes the pendulum to swing the other way. That time has now arrived, and the best thing you fellows can do is to make a virtue of necessity and come down from your high horses gracefully before you are pulled off"—etc., and so on, and so forth, till the weary listener is all but persuaded that he is an arrant, over-paid fraud, unblushingly imposing upon the good nature of his employers.

Unfortunately for the logic of the know-it-alls, there are several reasons why it cannot be accepted as the final summing up of an argument which admits of no refutation. To begin with, few fundamental truths known to men stand less in need of demonstration than that contained in the oft-quoted saying, "Revolutions never go backward," and no thoughtful student of history who has intelligently observed and followed the trade-union movement, as it has grown and developed in the last thirty years, seriously questions that it has been a most momentous revolution, shattering economic dogmas which had for ages been regarded as infallible. As the leading article of faith in trade-unionism is the maintenance of a rate of wages commensurate with the ever-increasing and cumulative needs which an advancing civilization creates, the conviction is thus thrust upon us that wages will continue to have an upward, rather than a downward, tendency. For the revolution will go on. Nothing now, short of a cataclysm of nature, will stem the rising tide of trade-unionism, which to-day is the only genuine, as well as most effective, expression of "class-consciousness."

But, there are other reasons even more cogent, because more pressing, why wages will not recede materially from their present level. The cost of commodities, and every item which enters into the living schedules of workingmen, has, as we all know, greatly increased in the last decade or two. I have not the exact figures at this writing, but I venture to say without fear of any contradiction from those in the know that I am quite safe in placing the average increase since 1893, the year of our penultimate "panic," at approximately thirty-three per cent. That means, of course, that the purchasing power of a dollar is now only equal to that of 75 cents fifteen years ago. It will thus be seen that while wages are undoubtedly higher at present than ever before they are nominally so, much more than really. Where the real gain to workingmen from trade-unionism has come in has been in the general shortening of the hours of labor. The shorter work day, however, is now so generally admitted to be an absolute necessity of modern life as to be practically eliminated from the category of debatable questions. But, as to "high wages," no self-respecting workingman of to-

day, having due regard for the decencies of life and the health, comfort and happiness of himself and his family, could even if so inclined, very well afford to work for less than he is now getting. A general reduction of wages at this time is therefore not likely to become a "burning issue" with thinking people, all the anti-union reactionaries and economic atavists to the contrary notwithstanding.

Right here I think I can hear my positivist friends, the know-it-alls, saying, "Aha, we've got you now. You admit that both wages and the prices of commodities are now higher than ever before. Very well; don't you see the obvious connection between these two facts, that the prices of commodities have risen because the unions have all the time been forcing wages up?"

Well, gentlemen, I am sorry to have to disillusionize you; but, really, the facts are just the other way about. The unions have been forced to demand more wages from time to time because the prices of commodities have been steadily rising in recent years, and the prices of commodities have been rising from causes which I shall here briefly touch upon for the benefit of those who are naturally disinclined to do their own thinking.

Gold is the world's standard of value. That is, it constitutes the measure of everything which has a commercial value. But a measure of anything must necessarily have a certain, fixed, quantitative relation to the thing which it measures, or the measurements of the latter will, perforce, be constantly varying. Hence, if the annual increase in the world's output of gold kept even pace with the annual increase in the world's supply of commodities, the prices of the latter could be regulated with almost mathematical precision without doing an injustice to either products or consumers. But reliable statistics inform us that, owing to improved methods of mining and the discovery of new sources of supply, the world's annual output of gold has more than doubled in the last twelve years—nearly trebled, if I remember aright—while the annual increase in the world's supply of commodities in that time has been but slight in comparison. Indeed, so eminent an authority as Mr. John D. Rockefeller was recently quoted in an Associated Press dispatch as having said that there is grave danger that gold will soon cease to be available as the world's standard of value, by reason of its plentifulness. From all this it follows, as a matter of course, that the value of gold, as measured in commodities, has been gradually depreciating, until now it requires a good deal more of it to buy a certain quantity of commodities than it did before. When to this is added the further fact that in the last decade the number of trusts has also more than doubled, we get a pretty accurate idea of the reasons why it costs so much more to live at present than it used to do.

After all, however, the most substantial guaranty we have that wages will not, either now or hereafter, suffer any material reduction is to be found in the fact that the average workingman of to-day is an entirely different proposition for the employing class to deal with from that presented by his prototype of fifty years ago. Thanks to the multitude of excellent, well-edited labor papers, and other publications of an educa-

tional value, which have sprung into existence in recent years, most workingmen nowadays are really better informed on those things which every worth-while citizen should know than was the average statesman of two generations ago. This may seem like "stretching it some," but it is surprising, indeed, as well as gratifying, to note the great number of intelligent, well-read workingmen to be met with on every hand these days—all good union men, too, as a rule. And it may safely be accepted as a foregone conclusion that about the last thing on earth a class of reading, reflecting, discriminating workingmen will stand for is cheap labor. The "reptile press" may as well make a note of this, and cease its foolishly futile brick-throwing at Labor for insisting upon getting a fair share of the wealth it produces. For, as a certain Western editor once concluded an editorial, "we come pretty damned near knowing what we are talking about"—which, by the way, is a good deal more than can truthfully be said of the know-it-alls. EL TUERTO.

UTILIZATION OF THE WIND.

Denmark, a low country lying between two seas, has plenty of wind, and it is utilizing it on a scale that has never been equaled before. Windmills have been used time out of mind to pump water and to grind grain. Their appropriation of the unlimited power rushing by them has been restricted, as it has not been possible to store the power or to combine effectively the force of several windmills or make the hurricane's surplus energy do duty in days of calm.

These defects are cured by converting the wind power into electricity and equalizing its use through the storage battery. Denmark is taking advantage of this to convert its wind power into electric power for commercial purposes. It is stated that a wind of fifteen miles an hour will produce eight horse-power, and that a twenty-mile gale will develop eighteen horse-power. As the power of many windmills can be concentrated and made to serve a single plant, there is infinite possibility in this resource in any section blessed with frequent winds of considerable force.

The United States has abundant wind-swept territory. The seashores, prairies and the highlands everywhere have an unlimited supply of this force. It can be converted into electric power and combined and stored for use as readily here as in Denmark. The utilization of this wind power would lessen the drain on our diminishing wood and coal supplies and supplement the water power as a means of furnishing the land with electric energy for commercial purposes.—Philadelphia Press.

In the annual statement of the waterworks committee of Guelph, Ontario, where municipal ownership largely prevails, it is shown that the city cleared \$20,000 on this branch of civic utility. The city is also growing, there being nearly \$1,000,000 increase in the city assessment and an increase of 600 is recorded in the population, which now stands at 13,700. Guelph's street-car lines and gas utilities also pay and the city is said to be one of the most prosperous of Canadian inland towns.

Demand the union label on all products.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

TRAINING AN ESQUIMAU DOG.

The Esquimau begins to train his dog for sledge work before it is a month old. One of the most interesting features of Esquimau villages are puppies tied to the pole of a tent. They pull on the rope with all their puppy strength in the effort to break away and join in the frolics of their elders.

Not until a dog bred for mail service is one year old is it put in training for the trail. It begins by running ten miles with the team, then it is dropped out. Next day it runs the same distance. Gradually the distance is increased until it reaches its fifteenth month of life, when it becomes part of the regular service. The life of a mail dog is from three to four years. No greater punishment can be inflicted than to lay a dog off from service. When unruly they are often threatened with a lay-off, and with almost human intelligence, they seem to understand the disgrace it implies in the eyes of their fellow workers on the trail. All fight to be leaders. A constant spur to an unambitious dog is the "outsider," who will quickly take away the leadership not only in the mail service, but in teams maintained chiefly for the pleasure of the sport. The intelligence of the malamute is remarkable, its scent wonderful, its instinct, as a rule, unerring.

Some dogs are better trail followers than others, as some are better leaders. In a blizzard the best of them lose the trail, but invariably find it. When on the trail they never eat but once a day, then at the end of a journey. After feeding, like weary children, they fall asleep and are never quarrelsome. It takes on an average twenty pounds of food a day for a team of eleven dogs on a hard route.—Lida Rose McCabe in St. Nicholas.

GOOD WORK ON THE GULF.

It is very gratifying to the members on the Atlantic Coast to note the very efficient and able manner in which the officers, with the hearty co-operation of the members, both on shore and at sea, are handling the cases of imported seamen or "Home Men." On no occasion is a case so complicated that they are unable to successfully cope with it.

It proves beyond a doubt that men, by sticking shoulder to shoulder, can surmount almost any difficulty that may arise, and eliminate any undesirable element that endeavors to break the harmony that should exist among seamen banded together for the common good of all. We earnestly hope that the good already accomplished will not be destroyed by internal dissension, and that the cause of the seamen will prosper, and that they will ultimately reach the goal for which they have so long striven. The Atlantic Coast Seamen's Union can well be proud of its well-officered and manned branches in the Gulf.

Percy J. Pryor has been elected to serve out the unexpired term of Comrade Thommer as Boston delegate. Comrade Pryor is well known all along the Coast, and he makes a noise like the right man in the right place.

AGE OF HUMAN RACE.

The Anthropological Society held a meeting on March 14, when the oldest proofs of existence of human beings came under discussion. Professor Albrecht Penck, the successor of Baron Richthofen on the chair of geography, read the principal paper, proving that the oldest traces bring us to a time less than a million, but more than half a million years ago. The answer depends entirely on the opinion about the aboriginal instruments lately discovered in Belgium. If they are recognized as genuine relics in situ, the existence of human beings must be admitted for an older date; but Professor Penck does not firmly believe in the reports on these finds. Professor Klaatsch of Breslau pointed to the remarkable similarity of these Belgian primeval instruments with those dug out in old strata on Australian soil. He is of opinion that there must be some connection between these Belgian and those Australian tools. As the Australian aboriginals still use some improved forms of these tools, he came to the conclusion that in times immemorial the inhabitants of present Belgium got their tools from the same regions whence the Australians got them. That would prove an intercourse between distant regions that brings us farther back by many thousands of years. The question is now whether the Australian tools are not inventions of the Australian race.—Continental Correspondence.

LAUNCH FOR NEW YORK.

A welcome addition to aid the efficient working force of the branch at New York is being acquired by the building of a power launch for the purpose of better patrolling the waters of that harbor.

The launch—yet to be named—will have a length of 22 feet keel, oak frame, and hard pine planking, and will have one of the latest-design engines of two-cylinder, four-cycle, which will develop eight horsepower and insure a minimum speed of ten knots.

When she is launched we feel assured that the officers and men in New York will see that she is appropriately wet down before striking the water.

We are positive that the acquisition of the launch will still further increase the amount of good for the cause, that the able officers of the Atlantic Coast Seamen's Union and the efficient corps of I. S. U. of A. organizers for the port of New York have already accomplished. Here's hoping she will be always ready for duty, and never kick when called upon to work!

The Atlantic seamen will try and wish Brother Furuseth "Bon Voyage" when he sails from New York to visit our comrades in Europe, and we feel sure that he will do much while there to bring about a more fraternal feeling among our European brothers.

Organizer Mohr has resigned his position with the International Seamen's Union as organizer for the port of Baltimore. General Organizer Benson has not as yet filled the vacancy.

BRAZIL'S MONSTER BATTLESHIPS.

To Brazil will belong in the near future the credit of possessing the most heavily armed man-of-war in the navies of the world. Early in 1907 she placed orders with Sir W. G. Armstrong, Whitworth & Co. for two battleships of even greater size than the Dreadnought, and one of these ships has been sublet to Messrs. Vickers' Son & Maxim. It is understood that these ships will each have a displacement exceeding 20,000 tons. No details have yet been allowed to leak out as to their mechanical equipment beyond the fact that they will have reciprocating engines instead of turbines. This conservative decision has occasioned some surprise in view of the claim which has been put forward by those acquainted with the working of the Parsons turbine that it is far simpler to control than the old type of propelling machinery. Apart from this fact, a remarkable feature of the Brazilian vessels will be a new type of gun of 13.5 inches. For some months past it has been known that new guns of this size were being constructed, and it was assumed that they had been ordered by the British Government for the vessels of the improved Dreadnought type. It now appears, however, that these huge pieces of artillery have been designed for the Brazilian ships. Each of these men-of-war will have four 13.5-inch guns, which are being manufactured at Elswick. So far as is known, no other navy in the world has taken this step toward increasing the size of primary armament in battleships, although it has been rumored for some time that the matter has been under consideration by the British Admiralty.—Cassier's Magazine.

ATLANTIC ITEMS.

Some of the Atlantic seamen would like to know what our Western brothers think of our Atlantic squadron. Ain't it a daisy?

A recent fire in the United States Shipping Commissioner's office in Boston destroyed a considerable number of old records and duplicate articles.

Secretary Sullivan, of the Atlantic Coast Marine Firemen's Union, is now visiting the Gulf ports. We know that the "boys" on the Gulf will be glad to see Comrade Sullivan.

Geo. C. Bodine, New Orleans agent of the Atlantic Coast Seamen's Union, has recently fallen heir to a very large sum of money, but he does not intend to allow that fact to interfere with the good work he is doing in New Orleans.

Chas. H. Sheraton, the Mobile agent of the Atlantic Coast Seamen's Union, is getting to be as popular in the labor movement "down South" as his predecessor. He has recently been elected Vice-President of the Alabama State Federation of Labor.

Demand the union label on all products.

Labor News.

In the Elkhorn and Pocahontas (W. Va.) coal field more than 2000 miners who have been idle owing to slack business resumed work on May 25.

The eight hat factories at Orange, N. J., closed on May 14, throwing 2800 operatives out of work, because of failure to agree on wages and labor conditions.

The Chicago Board of Education has passed a rule forbidding school engineers to drink intoxicating liquors while on duty or to drink to excess when not at work.

The Gorham Manufacturing Company resumed operations on full time on June 1, giving employment to 2600 persons. The factory has been run on short time since January 1.

A wage scale operative until March 31, 1909, affecting about 40,000 miners in the Pittsburg district, was signed on May 27. The agreement is the same as the one in force two years ago.

That a labor union is liable for damages if it calls its men out because a workman is not a member of the union was the substance of a decision given by Judge Lampman in the County Court at Victoria, B. C., on May 28.

By unanimous consent the House of Representatives on May 25 agreed to the Senate amendments to the bill regulating child labor in the District of Columbia, the effect of which action was to send the bill to the President for signature.

The new wage agreement between the cotton manufacturers and the Textile Council, of Fall River, Mass., which will be in force until next November, became effective on May 25. Under the agreement the 25,000 operatives accept a wage reduction of 17.94 per cent.

The House and Senate of Oklahoma, on May 25, passed a bill which provides for a penitentiary term for any employer who refuses work to an employe on account of the latter belonging to a labor union. The bill also prohibits Pinkerton detectives from working in the State.

Declaring that they are unable to obtain work in Vancouver, B. C., dozens of Hindoos are applying at the Canadian Pacific ticket offices for information as to the rates of passage to Honolulu. In all probability a fairly large number of Hindoos will leave for that point on the next Canadian-Australian liner.

The Amalgamated Association of Iron, Steel and Tin Workers' convention decided to accept the recommendation of the wage committee asking last year's scale in the boiling and bar finishing departments and the sheet and tin divisions. The delegates representing these divisions have asked the right to adopt a plan for limiting the output per turn of sheet and tin mills.

The following officers of the International Brotherhood of Locomotive Engineers were elected at Columbus, O., on May 29: Grand chief engineer, W. S. Stone, Cleveland; assistant grand chief engineer, E. W. Hurley, Cleveland; assistant grand chief engineer, F. A. Burgess, Cleveland. Ash Kennedy, general chairman of the general committee of adjustment, Canadian Pacific Railroad, was elected to one of the new positions of assistant chief.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

The contract for the Hilo breakwater has been awarded to D. E. Metzger, of Hilo, at his bid of \$2,435 a ton for rock in place. An appropriation of \$400,000 has been made for the work.

The entrance to Glacier Bay is now open, according to information brought from the North by the steamship Jefferson, and vessels can find smooth sailing up to the face of Muir Glacier.

A bill was passed by the House of Representatives on May 28 providing for the establishment of two or three more fish cultural stations on Puget Sound, Wash., for the propagation of salmon and other food fish.

The following changes in masters were recorded at the San Francisco Custom-house on May 27: Schooner Natalie, Carl T. Anderson vice George Willis; schooner Annie, Johan S. Lindholm vice J. P. Jensen.

According to advices received recently from London, the bark Ester has been added to those vessels which are now listed at Lloyd's as overdue. The Ester has been out 180 days on her voyage from Amsterdam for Macassar, and is quoted at 15 per cent for reinsurance.

A Dawson dispatch says the steamer Tanana, the first boat of the season from Fairbanks, arrived at the first-named place on May 28 with thirty-five passengers and \$1,000,000 in gold. The vessel sailed on June 1 for Puget Sound, via Whitehorse.

The American ship Erskine M. Phelps passed Ready Island on May 28, ninety-nine days from Kahului for Delaware Breakwater, finishing up a fast round voyage from the Atlantic port to Kahului and return. The round trip occupied less than 200 days.

The following changes of masters were recorded at the San Francisco Custom-house on May 25: Steamer Liberty, John Richardson vice Otto W. Olsson; schooner Hercules, Henry Hansen vice F. Jensen; schooner Golden Fleece, Hans Hansen vice S. Hansen.

Captain Zeh of the steamer Tampico has taken command of the steamer Queen, which sailed from San Francisco on May 28 for San Diego, in place of Captain H. C. Thomas, who has been assigned to the steamer Spokane, which leaves on June 9 for Alaska. The Tampico has been laid up indefinitely.

By a provision made in the Sundry Civil bill the gunboat Vicksburg will be transferred to the Treasury Department to be used as a revenue cutter on the Pacific Coast. The Vicksburg is likely to be assigned to duty in the Arctic in the summer and to general work along the California coast in the winter.

On her annual cruise to the Alaskan missionary stations in the Far North the schooner Ivy will sail from San Francisco this week with a full load of supplies to help out the workers in the icy North. The destination of the Ivy is Anvik, near Point Hope, on the Alaskan coast, where her supplies will be landed toward the end of next month.

Captain Adshead, of the British steamer Greenwich, which arrived at San Francisco on May 27 from Callao, died suddenly on the 8th when the steamer was at sea. First Officer Halve found the master's body in the bathroom shortly after he had gone to take a bath. Captain Adshead, who was a native of England and 37 years of age was buried at sea.

The overdue German ship Marie Hackfeld was spoken on May 29, and her name has been removed from the list of Lloyd's. The Marie Hackfeld was in latitude 48 degrees north and longitude 21 degrees west when she was spoken. She had been out 125 days bound for Ipswich from Oregon, and was quoted for reinsurance at 10 per cent.

The annual report of the Pacific Mail Steamship Company for the year ended April 30, 1908, just published, shows gross earnings of \$4,336,312, as compared with \$4,839,244 in 1907, and expenses of \$4,367,635, as compared with \$4,294,548 in 1907. After charging off \$397,494 for depreciation a deficit is shown for the year of \$428,817, as compared with a surplus in 1907 of \$130,405.

M. A. Newell & Co., of San Francisco, report two small changes in the overdue list. The rate for reinsurance on the bark Surcouf has been raised from 10 to 15 per cent, and the rate on the ship Cressington has been lowered from 35 to 15 per cent. The Surcouf has now been out 154 days, bound from Caleta Colosa to Hamburg, and the Cressington 157 days, from Barry to Callao.

Captain McKenna and other officers and members of the crew of the steamer Minnie E. Kelton, which was partially wrecked off the Oregon coast about a month ago were recently exonerated by United States Inspectors Edwards and Fuller at Portland, Or., from all blame for the death of eleven of the crew who lost their lives. The accident is held to have been due wholly to the elements.

Another \$5 has been lopped off the second-class passenger rate from Puget Sound to Nome, Alaska, by Schubach & Hamilton, making the fare \$25. This has been brought about by rep-

resentations of mining interests around Nome, who feel that preferential rates have been given the Fairbanks district, which will militate against Nome getting the number of miners and laborers it requires during the summer.

The bill amending the laws relating to transportation between Hawaii and the United States was passed by the House of Representatives on May 28. It provides that for a period of six years passengers may be transported between Hawaii and the United States in foreign vessels without penalty unless in the meantime a new line of at least three steamships of the United States shall have been established on that route.

Captain Shadforth of the Canadian-Mexican steamer Lonsdale has resigned his command at Victoria, B. C., following trouble with Captain Worsnop, manager of the company. The Mexican authorities have informed Captain Worsnop of the Canadian-Mexican line that charges of opium smuggling from Victoria to Mexican ports are being made against the company's steamers and unless it ceases the steamers may be confiscated.

Colonel Smith S. Leach, acting Chief of Engineers, has transmitted to Congress the report of Captain Amos A. Fries, Corps of Engineers, on the advisability of extending the breakwater at San Pedro Bay to the shore. He concurs in Captain Fries' conclusion that "the locality is worthy of further improvement." The cost is estimated at \$178,000 to \$284,800, dependent on conditions at the time when the bids shall be invited.

Freight rates for the transportation of wheat and flour on the regular Oriental liners from all Pacific Coast ports to Manila were cut from \$4 to \$3 a ton on May 28. It is the lowest tariff that has ever been in effect to that point by the regular lines. The cut was decided upon because of the low rate at which the Jebson Steamship Company, an independent concern, has been hauling freight across the Pacific. Further reductions are looked for.

The local Board of Steamboat Inspectors, of San Francisco, has suspended the license of Captain N. F. Marxsen for sixty days for negligence and unskillfulness in wrecking the steamer Hornet off Greenwood on March 31, on a voyage from San Francisco to Grays Harbor. The testimony showed that he was running close to shore and when the first-mate suggested that they stand out he replied "Let her stand in a little while." Five minutes afterward the Hornet struck.

According to the account of those on board the ship Falls of Clyde, which arrived at San Francisco on May 27 from Gaviota, a furious blast during a northwesterly gale descended on the vessel, carrying away the foretop gallant and foretop mast. Captain Larsen reported that the gale swept down on the vessel with great suddenness at 6 p. m. on the 22d, when the ship was proceeding under full sail for Honolulu. The Falls of Clyde had just left Gaviota with 17,000 barrels of oil and 200 drums of distillate when she was partly disabled.

A libel was filed in the United States District Court at San Francisco on May 25 by the Union Carbide Company against the American steamer Santa Rita owned by the United Steamship Company. It is alleged that in October, 1906, while the Santa Rita was under charter of the Union Oil Company, the libellant shipped on her 13,978 drums of calcium carbide from New York to San Francisco, but that on arrival at the latter port the cargo checked 1371 drums short and that 121 of the drums remaining were damaged. The entire amount sued for is \$13,821.68.

Following is the reinsurance list, as posted at San Francisco on May 29: British ship Falklandbank, 204 days from Port Talbot for Valparaiso, 90 per cent; American ship Bangalore, 220 days from Norfolk for Honolulu, 90 per cent; Bark Sureouf, 157 days from Caleta Colosa for Hamburg, 20 per cent; Ship Cressington, 160 days from Barry for Callao, 15 per cent; Bark Dumfriesshire, 157 days from Seattle for Queenstown, 8 per cent; Bark H. Hackfeld, 153 days from Vancouver, B. C., for Queenstown, 8 per cent; Bark Galmour Castle, 133 days from Caleta Colosa for Channel, 10 per cent; Bark Ester, 176 days from Amsterdam for Macassar, 15 per cent.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
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TOLEDO, Ohio, Cherry and Summit Sts.
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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 3, 1908.

KEEP THE ISSUE CLEAR!

In another column of this issue is printed the report of the Committee on Injunctions, of the San Francisco Labor Council. The report comments upon several communications received from California Congressmen and Senators acknowledging receipt of the resolutions adopted by the "Protest Meeting" held in San Francisco on April 18, and expressing the writers' views thereon. The Labor Council has decided to submit the report to the labor press of the country, with a request that it be published, so that it may serve as a reply to other communications of like tenor addressed to other constituencies.

The replies of Congressmen Needham and Smith touch upon a point that is being made much of by those who oppose the bill to exempt labor and agricultural organizations from the operations of the Sherman Anti-Trust Act, namely, the alleged desire of these bodies to secure immunity from the law or other "special privileges." This point, while absolutely without merit, is just plausible enough to carry weight with those who lack the means of enlightenment as to the real purposes of organized labor. The idea conveyed in the suggestion of the gentlemen named in the report (i. e., immunity and special privilege) is repugnant to every rightly-constituted person. It is not sufficient that organized labor shall disclaim all purpose of this kind; that disclaimer must be made known to the public at large. In addition, organized labor must familiarize the public with the real nature of the danger that threatens it and the full scope, purpose and effect of the proposed remedy. The danger in the situation consists in the application by the courts of a law clearly and solely intended to destroy the trusts, in such a way as to inevitably destroy the trade-unions. The remedy lies in amending the Anti-Trust law so as to exempt the trade-unions from its application—in other words, so as to confine the law to its original purpose. Such suggestion of "immunity" or "special privilege" as may be contained in the remedy here proposed is no more than that necessarily involved in a reasonable discrimination between the thing that is notoriously bad and the thing that is admittedly good.

The trust is a bad thing; the trade-union is a good thing. Why, then, charge the trade-union with seeking immunity in its desire to be relieved from a law which was designed to destroy the trust?

In requesting the labor press to publish its answer to the views of the pro-injunctionists from California, the San Francisco Labor Council has in mind the strong probability that other Congressmen have attempted to justify their own attitude upon the same grounds. So far as this probability is realized, the answer of the Labor Council will suffice to express the views of organized labor at large. To the extent that these views, or others of equal or greater force, are disseminated by the labor press we may feel secure against the sophistries of those whose only hope of defeating the objects of organized labor lies in misrepresenting these objects.

PACIFIC MAIL DEFICIT.

The annual report of the Pacific Mail Steamship Company for the year ended April 30, 1908, shows a deficit of \$428,817, as compared with a surplus of \$130,405 in 1907. The causes of this condition are explained by President Harriman, as follows:

Compared with the operation of the preceding year, the receipts from operation of steamers decreased \$520,514 and receipts from all other sources increased \$17,582, a net decrease of \$502,932. There was a general falling off in business, and the shrinkage was augmented by the shortage in the coffee crop of about one-half the usual crop, the restriction of Japanese immigration, the extreme enforcement of the Chinese Exclusion laws, and competition for existing traffic by large ocean tonnage seeking employment.

In one instance at least the statement of President Harriman is subject to serious question. Whatever may be the meaning of the reference to the "extreme enforcement of the Chinese Exclusion laws," the fact remains that the law itself has not been altered for a number of years. Such changes as have occurred in the enforcement of the law, under the "Executive orders" which have been issued from time to time, have operated in the direction of laxity, rather than of "extreme enforcement." President Harriman's statement in this regard would indicate that there has been some misunderstanding between himself and that other "practical man" in whose hands lies the enforcement of the Exclusion law.

In one important respect, however, President Harriman's charge against the "extreme enforcement of the Chinese Exclusion laws" is directly contrary to the facts. In the matter of the manning system in vogue on the transpacific vessels of the Pacific Mail Company the Chinese Exclusion laws, so far from being subject to the charge of "extreme enforcement," are not enforced at all; on the contrary, these laws are ignored as completely as though they did not exist. The ships of the Pacific Mail Company engaged in the transpacific trade are manned exclusively by Chinese (except, of course, as to officers), in open and flagrant violation of the Chinese Exclusion laws. To be sure, this system has been upheld by various Department rulings, based upon the contention that the Chinaman who ships upon an American vessel does not thereby "enter the United States." It remains to be said that this contention is based upon far-fetched reasoning at variance with the well-established principle of law that "an American ship is American soil." Thus far the courts themselves have not yet passed upon the question as involved in the case of the Pacific

Mail Company, for the reason that the matter is one very largely, if not exclusively, within the jurisdiction of the Executive authorities. President Harriman's complaint of the "extreme enforcement of the Chinese Exclusion laws" falls to the ground of its own weight. That complaint is a mere subterfuge that is ridiculous by reason of its transparency.

FALSIFYING THE CASE.

Representative Littlefield has submitted figures to the House which demonstrate that there has been a great deal of exaggeration in the talk about "Government by Injunction." During the past five years only 328 injunctions have been issued, twenty of these being in labor cases and five of the latter were issued after notice of hearing. In no instance is there any showing that the courts improperly exercised the right, and the conclusion necessarily follows that no good reason exists for depriving them of the power to interpose the process to prevent the injury of persons or the destruction of life and property.—San Francisco Chronicle.

The Chronicle here follows the usual course of the pro-injunctionists in the effort to misrepresent the position of organized labor. The clearly-conveyed intimation that organized labor, in seeking Anti-Injunction legislation, is seeking freedom to injure persons or destroy life and property is absolutely false. Respect for the intelligence of the Chronicle and other papers holding like opinions precludes the charitable view that they are unwittingly falsifying the case. Organized labor recognizes the need and value of the writ in equity and would conserve it in its proper field. Every sensible person, whether a member of organized labor or not, must recognize the difference between the summary interference of a court to "prevent the injury of persons or the destruction of life and property," and the same proceeding undertaken for the purpose of preventing men from voicing their grievances in the hearing of the public. With the former proposition organized labor fully agrees; with the latter it emphatically disagrees. The studied attempts on the part of a certain element of the press to misrepresent the position of organized labor is the strongest indorsement that could be given to that position.

The decision of the United States Circuit Court at San Francisco, under which certain seamen of the steamer Tacoma were awarded damages for injuries received in the attempt to run the Japanese blockade at Vladivostok accords with the sense of justice. Blockade-running is very profitable, when successful, and very otherwise when not. Had the Tacoma succeeded in her venture the crew would have been paid off at monthly rates, and considered themselves lucky at that. It is gratifying to know that the victims of the shipowner's cupidity will receive some measure of compensation, the aggregate of which will seem larger by reason of the latter's losses. The attitude of the courts goes to enforce the wholesome truth that the dangers and losses incident to blockade-running do not end with the capture of the vessel, but that there still remains an account to be settled with the men who have been trapped into the venture.

The Sixtieth Congress has passed into glorious history, with a record of little or no legislation and the largest appropriations ever made in times of peace. It is now up to the distinguished members of that body to explain their failure and, of course, to promise better results next time.

PRO-INJUNCTIONISTS ANSWERED.

To the San Francisco Labor Council:

Your Committee on Injunctions, to which were referred several communications replying to the resolutions adopted by the mass-meeting of April 18, reports as follows:

In the letter of Congressman Needham, of California, under date of April 30, the following appears:

"I note, however, that your resolutions misstate the case, no doubt unintentionally, as to the decision rendered by the Supreme Court in the Hatters' case. The Supreme Court did not decide that a labor union, as such, is a combination in restraint of trade or commerce among the several States, but it did decide that the actions of those who belong to the labor union in question and the particular facts alleged, if proven, under the particular circumstances of the case, would constitute a combination in restraint of trade, etc. It is therefore incorrect to say that the Supreme Court has ever intimated or decided that a labor union, as such, is a combination in restraint of trade."

Congressman Needham misquotes both the language of the resolutions and the decision of the Supreme Court. That part of the resolutions to which he refers is as follows:

"Whereas, This decision is based upon the Sherman Anti-Trust Act, under the terms of which Act the United Hatters of North America are declared to be a 'combination in restraint of trade or commerce among the several States,' and therefore illegal."

The language of the Supreme Court in this connection is as follows:

"In our opinion, the combination described in the declaration (United Hatters of North America) is a combination 'in restraint of trade or commerce among the several States,' in the sense in which those words are used in the Act (Sherman Anti-Trust Act) and the action can be maintained accordingly."

It will thus be seen, first, that the resolutions do not charge that the Supreme Court has decided that "a labor union, as such, is a combination in restraint of trade," but only that the United Hatters of North America is a combination in restraint of trade; secondly, that the resolutions quote the language of the Supreme Court literally in this connection. A perusal of the decision fully justifies the statement contained in the resolutions, that "this decision, if permitted to stand as a precedent, will have the effect of outlawing the labor movement."

Congressman Needham writes further, as follows:

"I do not think it consistent or wise public policy to pass any legislation which will exempt laborers or any other class of our citizens from the consequences of their own illegal acts."

This statement begs the question. The proposed amendment to the Sherman Anti-Trust Act is not intended to, nor will it have, the effect of granting immunity from the consequences of illegal acts, but, on the contrary, is designed to safeguard the labor organizations and the public at large in the exercise of free press, free speech, peaceable assembly and the right of combination. The proposed amendment is not in its nature special legislation, but is designed to free the organizations of labor from the operations of an Act, in itself a piece of special legislation, which was never intended, by the public at least, to be applied to those bodies.

Congressman Smith, of California, after referring to the requests of certain associations of merchants and manufacturers for relief from the operations of the Sherman Anti-Trust Act, says:

"I am sure that I would not want to see labor organizations in any way outlawed, but it is an extremely difficult matter to find a safe place to draw the line in their behalf without appearing to discriminate against people in other walks in life. In my opinion, it will not be a good day, for either labor or agriculture, when it or they receive special privileges under the law."

Congressman Smith has evidently fallen into the common error of confusing the organizations of labor with the combinations formed for business purposes. The difference between a combination formed for the purpose of enabling men and women to secure employment upon the most advantageous terms, and a combination of merchants formed for the purpose of "keeping up prices" is too obvious to require explanation. Whatever may be the merit or nature of the requests made by business combinations, it can not be said that the request of the labor organizations is a request for "special privileges." On the contrary, the request of organized labor is based upon a conception of the common right of all men to "freely speak, write and circulate their thoughts upon all questions," and to dispose of their persons and property in accordance with their own inclinations.

The communications from Senators Perkins and Flint and Congressmen Kahn, Hayes and Englebright express sympathy with the purposes of the proposed legislation. Without questioning the sincerity of their expressions, it remains to be said that the party to which these gentlemen belong, and which is now in control of the National House of Representatives, has declared against the passage of the bill to amend the Sherman Anti-Trust Act. It is, therefore, to be regretted that the gentlemen named will not be

afforded an opportunity of expressing their sentiments by their votes as well as by their pens.

Respectfully submitted.

WILL J. FRENCH,
J. W. SWEENEY,
WALTER MACARTHUR,
CHAS. L. SCHILLING,
ANDREW J. GALLAGHER,
Committee on Injunctions.

San Francisco Labor Council, May 29, 1908.

DAMAGES FOR BLOCKADE-RUNNERS.

(Continued from Page 1.)

ceptible of that construction. He testified to a conversation with the chief engineer shortly before the articles were signed, in which he said to that officer: "It is reported that you people are going to run the blockade," and the engineer answered: "There is nothing in it." Raymond said: "I would not think of going if you were going to Vladivostok," and the engineer answered: "We are not going to Vladivostok. We are going direct to Shanghai, and return. . . . The ship is going to Shanghai. There she will be sold to the Russians, and they will offer a big amount of money to stay upon the ship." This would show that the clause so referred to in the shipping articles was inserted in view of a contemplated sale of the ship at Shanghai, and not with reference to the contingency of her capture in attempting to run the blockade. The evidence as a whole justifies the conclusion that the appellant carefully guarded the secret that the vessel was going to Vladivostok. Her clearance and health certificate when leaving Seattle were obtained under the pretense that she was bound for Shanghai. The portion of the freight bill on which the port of destination was entered was torn off. A false entry was made that the ship was bound for Shanghai in the ship's journal, in the deck journal and in the engineer's journal. When the vessel was captured there is evidence that the captain attempted to conceal the freight bill. The testimony of the first assistant engineer was that the chief engineer informed him that they were to go through La Perouse Strait, between Saghalin Island and Yezo Island during the night and that they were to be prepared to put out the lights on the ship. The instruction given by the captain to the second-mate after leaving Dutch Harbor was to head the log book "From Seattle to Shanghai by way of Dutch Harbor." All these items of the evidence tend to show an intention to conceal the destination of the vessel and to deceive the appellees.

The appellant contends that there is no proof in the record that the appellees sustained damage or damages in the amounts allowed by the District Court. There can be no doubt that during the period of their detention in the ice in the Okhotsk Sea, the appellees experienced serious bodily and mental suffering. For forty-one days they were surrounded by the ice. The weather was extremely cold, and there was insufficient fuel. Some of the men had their feet frozen. The vessel was often in imminent danger of destruction from the crushing force of the masses of ice, which was jammed against her on all sides. Sleep was often made impossible from the noise of the chafing of the ice cakes. The crew, including the captain, were in constant fear of being crushed. After they had been twenty-two days in this position, the appellee Raymond volunteered to go ashore for the purpose of reaching a telegraph station in order to inform the owners of the perilous situation of the vessel, and advise his family that he was still alive. From his story, which is briefly and modestly told, it is evident that the venture was an exceedingly difficult and dangerous one, and that he endured great suffering from cold and hunger. He went eighteen miles over the ice to the shore. The ice was especially rough in places, in other places it was broken. Nine times, he testified, he broke through to his arms, and was obliged to proceed with blistered and freezing feet and frozen clothing, which cracked and broke. The appellee Moritz had his feet frozen and, according to his testimony, thereafter suffered severely from inflammatory rheumatism, induced by the extreme cold to which he was subjected. He showed that he had paid out the sum of \$450 for a nurse, physician and other expenses resulting from his illness. In view of the evidence, we find no ground for holding that the award allowed to any of the appellees by the District Court was excessive. The decree is affirmed.

Endorsed. Opinion. Filed May 4, 1908, F. D. Monckton, Clerk.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., May 26, 1908.
Shipping fairly good.

WM. H. FRAZIER, Secretary.

1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., May 21, 1908.
Situation fair; shipping slow.

DANIEL SULLIVAN, Secretary.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 1, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping dull. Balloting for officers was proceeded with.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, May 25, 1908.

No meeting; no quorum. Shipping dull; outlook fair.

A. E. SIMMONS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, May 25, 1908.

Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, May 25, 1908.

Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, May 24, 1908.

Shipping and prospects poor.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, May 25, 1908.

Shipping dull; more vessels laying up.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, May 25, 1908.

Shipping still dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, May 24, 1908.

No meeting; no quorum. Shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, May 25, 1908.

Shipping fair during week; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, May 18, 1908.

No meeting; no quorum. Shipping good.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 28, 1908.

Regular weekly meeting was called to order at 7:30 p. m. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.

51 Stuart St.

Seattle Agency, May 21, 1908.

Outlook for the Nomic season not very bright and plenty of men on the beach.

LEONARD NORKGAUER, Agent.
Colman Dock. P. O. Box 1335.

San Pedro Agency, May 21, 1908.

No meeting; shipping fair.
CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, May 25, 1908.

No change in the general situation.
V. A. OLANDER, Secretary pro tem.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., May 25, 1908.

Situation quiet.
J. M. SECORD, Secretary.

DIED.

Gustaf Petersen, No. 296, a native of Norway, aged 53, died on the ship St. Paul, at sea, on April 17, 1908.

August Henry Sunberg, No. 1663, a native of Finland, aged 27, drowned from the ship St. Paul, at sea, on April 17, 1908.

Robert Thompson, No. 409, a native of England, aged 37, drowned from the schooner Mary Dodge, at Montesano, Wash., on May 25, 1908.

Hiram Ernest Gallagher, No. 427, a native of Michigan, aged 36, died during 1907.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



KEEP ON "AGITATING."

Vessel officers have orders from the Lake Carriers' Association, according to reports, to discharge any man caught "agitating." This probably in the hope of frightening the union men. How little they know us! They have taken the sure way to make agitators. It appears hard for some men to realize that there is usually another job somewhere, and that, especially for the sailor, a threat of discharge has no terrors. The seamen will remain true to their Union, and put up with a few hardships, remembering always that "to-morrow will be a better day," that this is not the last season on the Lakes, and that we will try not to forget the man who does not work for the good of the Union and will have a word to say, when the good times come again, to the man behind in dues.

There will be a few of the latter, and really this is a good time to figure on the men who will stick, who are union men from principle, and not from necessity. We can soon weed out those jellybacks, and our organization will be just so much stronger. The seamen's unions are here to stay, peaceably if possible, but here to stay. No one man or thousand men are going to beat a body of men who have the backbone of the seamen, and by "seamen" I mean seamen, firemen and cooks. One or two pitiful dubs who think they can save \$6 this year by not paying dues, even at the cost of a reduction of wages next year, will only find themselves stranded when "the summer comes again." So never mind about the orders against "agitating," in other words, against trying to get the non-union man to join. Do it anyway, but do it quietly, and keep at it, talk to him morning, noon and night. Show him where he is injuring himself as well as his comrades, and we will win. After that there will be no more battles to fight.

W. H. JENKINS.

Conneaut, O.

NOTICE TO MASTERS.

Major Fitch of the United States Engineers' office at Duluth has issued a warning to vessel masters respecting navigation of the channel leading into Allouez Bay while the old draw span of the Northern Pacific bridge on the Wisconsin channel is being removed. Work of removing the span began recently, and while it is going forward the scows and tugs will practically fill the opening on the side on which they happen to lie and nothing larger than a tug will be able to pass through on that side.

Major Fitch warns vesselmen to use care in approaching the Wisconsin draw span and to take the opening which happens to be clear at the time. While the work is going forward Major Fitch states that the Minnesota span will be kept clear and that vessels may use that span if they desire to do so.

The steamer Niagara loaded rails at Conneaut on May 24. The crew reported all well and books all paid up.

MORE LAKE LAUNCHES.

The depression of business on the Great Lakes does not appear to have alarmed the vesselowners to any great extent, inasmuch as it has had no bad effect in shipbuilding up to date. The Lorain yard of the American Shipbuilding Company has broken all records by launching seven steel freighters within four months. Of course, the Cleveland Plain Dealer in making this announcement, carefully follows it up with the statement that no more work is in sight and upward of a thousand men are to be laid off soon.

This is in line with the policy adopted last fall by the "powers that be" to create a depression in business as an object lesson to the President, and a gentle hint to him to keep his hands off. Also a warning to organized labor not to try to obtain legislation beneficial to the working man. The seventh vessel to be launched since January 11, at Lorain, is the steamer Price McKinney, building for J. J. Rarden, of Chicago. She was launched on May 23. The McKinney is a 452-foot boat with a beam of 52 feet and a depth of 29 feet. She will be ready for business in about thirty days. She will be sailed by Captain E. C. Van Patten, and her chief engineer will be W. D. Walter.

At the Superior yards of the American Shipbuilding Company on the same day the steamer J. F. Durston, building for the Wilkinson Transportation Company, was launched. The Durston is 452 feet over all, 432 feet keel, 52 feet beam and 28 feet deep. She will have triple expansion engines and Scotch boilers.

CHANGES IN LIGHTS.

A new channel has been dredged across the bar at the mouth of the Kaministiquia River, Fort Williams, Ont., north of the old channel to a width of 300 feet and a depth of twenty-one. The dredging of the new channel has necessitated the following changes in the lighting arrangements at Fort William.

1. The Kaministiquia (Fort William) range lights at the mouth of the river will be discontinued in about a fortnight.
2. A fixed red light twenty-five feet above the water has been established on the south side of the Empire wharf about 125 feet from outer end and should be visible about ten miles.
3. The gas buoy at the outer end of old channel and the spar buoys have been removed.
4. A gas buoy will be moored at the outer end of the new channel on its northern edge showing a white acetylene light automatically occulted at short intervals.
5. A fixed white light on a gas buoy will be moored on southern edge opposite the northern buoy.
6. Red and black spar buoys will mark the starboard and port sides of the new channel.

The Edward Hines Lumber Company has sold the schooner Ida Corning to Lars H. Jensen of Sturgeon Bay.

REPAIRS WILL COST \$10,000.

Repairs on the steamer John Stanton, which is in No. 2 drydock at Lorain, will cost about \$10,000 and the boat will lose considerable time. She will require four new plates.

The Stanton was damaged by striking a 3,000-pound anchor in the channel at Houghton. The steamer picked up part of the anchor, which broke when she struck it, and it was found when she was docked at Lorain.

The anchor which the Stanton struck was lost by the steamer Orinoco on October 28, 1907. The captain of the Orinoco notified Engineer Banks, in charge of the Portage district, at once, but nothing was done about removing the dangerous obstruction from the channel. More damage will be done unless the anchor is removed.

Notice is given by the Lighthouse Board that a temporary channel has been dredged eastward of the wreck of the steamer City of Glasgow, which lies across the channel at the entrance to Green Bay harbor, just abreast of east bank buoy No. 5, and is marked by four temporary spar buoys on its easterly edge. Vessels should pass between the wreck and the spar buoys. The temporary channel may be safely used in daylight, but passage should not be attempted at night. The wreck is in progress of removal, upon completion of which the temporary buoys will be discontinued. The City of Glasgow was owned by Hutchinson & Co.

A 300-page book, containing the names and addresses of owners of all American and Canadian boats operating on the Great Lakes; a full list of appointments of captains and engineers for the season of 1908; home addresses of masters and engineers; new boats coming out this year; boats lost during 1905, 1906, 1907, and other interesting matters for all connected with the marine industry, also harbor masters, fireboats, pilots and engineers on the Great Lakes, has just been published by E. J. Lynn, of Cleveland. It is a fund of information for Lake men.

The Erie Sub-Agency of the Lake Seamen's Union has moved to 222 State street. The Erie Labor Journal, of May 9, says:

"W. Williams, business agent of the Lake Seamen's Union, has opened his office for the season at 222 State street, where all business pertaining to that organization will be transacted. Those desiring any information can call Agent Williams up on the Bell phone, 860. Mr. Williams is a favorite among the lake men, and was last year one of the hustling delegates of the Erie Central Labor Union."

The Anchor line steamer Tionesta will make one early trip to the head of the Lakes this year to bring down to Detroit the Minnesota members of the National Federation of Miners for convention.

The steamer A. E. Nettleton, which was launched at Wyandotte last month, has been turned over to the owners and a shipkeeper has been placed in charge.

MARINE ITEMS.

Pretty dull times at Conneaut! It is now May 25th, and not a single cargo of ore has reached that port.

Main-avenue bridge, at Cleveland, has had the east draw widened five feet to admit the new D. & C. passenger steamer, City of Cleveland.

The steamer McGean opened navigation at Indiana Harbor on May 9 with the first cargo of iron ore delivered at any port during 1908. The cargo was loaded at Superior on May 5.

From Buffalo comes the word that the tug Puritan, of the White Star line, has been purchased by the Lake Erie Dredging Company, and will be used on canal barge work at Fort Edward, N. Y.

Captain Wm. McLeod, late of the steamer J. H. Hoyt, has resigned and will go to Newcastle, England, to bring over a Canadian vessel now under construction. He will sail her on the Lakes this season.

The steamer James H. Hoyt, of the Providence Steamship Company, en route from Buffalo to Cleveland, went ashore at Battery Point, near Dunkirk, New York, on May 9. She was released by the tugs Mason and Cascade.

It is reported that the seas and ice have damaged the tug Kate Williams, ashore in North Bay, considerably, her house having been partly carried away and the boat otherwise been more or less racked by the action of the water.

Jno. Horrigan, of Erie, Pa., well known to many of the seamen of the Lakes, died at that place on May 17. The Lake Seamen's Union hall was located in Mr. Horrigan's premises for many years. He was well liked and a good friend to all.

The Pittsburg Steamship Company's steamers Morgan, Corey and Baker sailed from South Chicago on May 15 for Superior, to load ore. These are the first vessels of the Steel Trust to sail this season. It is believed that they will trade to South Chicago.

J. Pierpont Morgan's old yacht Corsair, purchased by the Government before the Spanish-American war, and now the Scorpion, a 212-foot boat, which can make twenty-one miles an hour, will be at the service of the Duluth Naval Reserves this summer.

Kingston, Ont., is feeling the effect of overimmigration during the past season. Many of the newly arrived English emigrants are huddled together, three and four families to a house, suffering from the lack of work and the severity of the winter. The charitable organizations of the city are taxed heavily, doing their utmost to relieve the wants of the sufferers.

The Mysore Government has appointed a young Indian who has recently returned from America, where he had been sent to take a full course in electrical engineering, assistant to the chief engineer of the state at a salary of \$83.33 per month,

THE AMERICAN WOODPILE.

Official estimates place the standing timber supply of the United States at from 1,400,000,000,000 to 2,000,000,000,000 feet. Taking first the figures based upon the minimum estimate of 1,400,000,000,000 feet, with an annual use of 100,000,000,000 feet of timber and an annual growth of 40,000,000,000 feet, all the timber will be cut within twenty-three years, says the March Appleton's. With 2,000,000,000,000 feet estimated as the maximum of the standing timber supply, an annual use of 100,000,000,000 feet and an annual growth of 40,000,000,000 feet, there is just enough timber to last thirty-three years. Without timber the building of homes would be curtailed. The heavy timber frames for houses could not be had and sheathing, shingles, lathing and the hard wood for finishing would also be impossible of procurement. Where, in view of this scarcity, would the 100,000,000 cross-ties used by the railroads each year be obtained? At the present time books, magazines and newspapers, which are vitally necessary to the happiness and intellectual life of human beings, require about 2,900,000 cords of wood made into pulp every year. Already we are beginning to import wood pulp at an increased cost and the substitution of another paper material would raise the price of literature. The wood used in making barrels runs to enormous figures and in the mines of the country about 165,000,000 cubic feet of timber, most of it hard wood, is used. More than 1,195,130 cords of wood are used each year for distillation and, for the seemingly insignificant item of veneer, no less than 326,000,000 feet, log scale, of timber are used. The telegraph, telephone and electric-light companies use about 3,500,000 poles each year and about 120,000,000 cords of wood are burned. A single match factory, of which there are more than 150 in this country, consumes 200,000 board feet of sugar pine or yellow pine logs a day. These are by no means all of the uses to which wood is put, but, immense as is the tax upon the forests, and as great as it may become in 1950, it is no more than the supply of timber will meet if the forests are properly cared for. But before such care can be exercised in this country—it is an actuality in Germany—save upon the national and state reservations which constitute only 22 per cent of the total area of forests, a spirit of national economy must replace one of national waste.

BRAZILIAN IMMIGRATION.

Official commissioners have been selected for the purpose of turning a large share of European emigration toward Brazil.

The headquarters of the commission are to be in Paris, with a commissioner in the capitals of Germany, Italy, Spain, and Austria. In the near future this organization is to be extended to provide for agencies in each of the more important sea ports of the countries mentioned. The inducements to be offered by the Brazilian Federal and various State governments are only to agricultural immigrants. Those will be given preference who are prepared to settle with their families on the farms provided in the so-called nucleus colonies. To all such prospective immigrants who are not otherwise objectionable free transportation will

be furnished from the port of embarkation. It is intended that these commissioners shall arrange for the publication of propaganda and advertising matter in the various European countries where they are located.

Advices from the State of Rio Grande do Sul indicate that extensive preparations are being made for taking care of a large number of immigrants, one colony in that State having 200 farms ready for occupation. In the State of Minas Geraes, and Sao Paulo several colonies have been formed. In the former State the authorities have made large purchases of agricultural machinery from American concerns for distribution to settlers.

Demand the union label on all products.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Eugene D. Kinnear, No. 13658, Lake Seamen's Union, is inquired for by Chas. E. Kinnear, 364 Fargo avenue, Buffalo, New York.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

LIFE OF THE IRISH POOR.

The future historian of Ireland will find the volumes of evidence issued by the Royal Commission on Congestion in Ireland invaluable for the light they throw on the social condition of the people of the present day. Another bulky volume was issued yesterday, this giving the evidence taken in Sligo and Leitrim, and being as full as former volumes of life stories from the congested districts.

As before, most of the witnesses have much to say of the remittances from America and elsewhere which make existence on these little holdings possible. One witness with a wife, child and mother, told how he took no holidays, worked from 6:30 or 7 a. m. to 10 or 12 at night, and found it a struggle to live. Other farmers had to do the same.

Another witness spoke of the conditions on the Island of Innishmurry, which is about a mile long and half a mile wide and has a population of ninety all told. "The potato blight," said the witness, "and rats are unknown, for the Atlantic does all the spraying necessary, and poisons with salt the microbe, and, I am sorry to say, often the potato plant; the rat dies from starvation shortly after landing. Only in very calm weather can the islanders attend to their fishing or a landing be effected; therefore the rate collector can not get any rates.

There is a story of a man who took a farm of twenty acres in 1860, spent on it £90 he had earned in America, and now finds himself poorer than when he started, the work of earning money in the United States being less hard than making ends meet on the farm.

Not infrequently flashes of Irish humor brightened the sittings of the commissioners. A clerical witness was asked if the landlord supplied lime for manuring purposes, and promptly retorted: "I never knew the landlord to supply anything in this place except the processes." A witness, emphasizing the decline of population, said: "If it continues to go down at the same proportion for seventy years, we will then have twelve people, not so many as would constitute a Royal Commission in Ireland."—Exchange.

The Blue Funnel Line is building two steamers to enter the passenger and freight trade on the Pacific, with a direct line from Tacoma to Hongkong, as well as the round-the-world service which has been maintained monthly from Liverpool and across the Pacific. Alfred Holt & Co., of Liverpool, have contracted with a Belfast firm for the construction for the trans-Pacific route of two passenger and cargo steamers, 440 feet in length, 52 feet beam, and 35 feet in depth, with triple-expansion engines, capable of 12 knots an hour. They will carry about 10,000 tons of dead-weight cargo.

The German Postal Department, which owns and operates the telegraph and telephone system of the Empire, except in Bavaria and Wurtemberg, purposes to change the present mode of charges for using the telephone, so as to substitute a certain fee for every call or conversation instead of the fixed sum per annum for each subscriber. The present rates for telephoning in Germany are lower than those in the United States.

CAPACITY OF AMERICAN NAVY.

Army and Navy Life says that unfair and short-sighted criticisms have been made of our battleships, and have needlessly caused great alarm. It adds: This much is certain: We have never departed from that successful old American policy of having our warships more heavily gunned than ships of the same class of all other foreign navies. This is absolutely so with the ships of Admiral Evans' fleet. Ship for ship, no foreign ships of the same dates are their equals in gun power. And there is another thing that is certain: Compared with ships of the same dates, no foreign ships have anything like the thickness of armor that protects the guns and the crews in the turrets. And yet another thing: The boilers and machinery of our warships have always thicker armor protection than contemporary foreign ships have. The great cry is made that the tops of our armor belts are too near the water line, and that our guns are not high enough placed above the water. This is true, but to accomplish these ends we would have to give up our superiority in armament; and it should be remembered that in each of our ships we still have good protection above the main belt.

The designs of our warships have always been better than those of foreign ships. Our turrets are much better protected, and as a consequence our great guns will fight longer. The machinery is better protected, which results that the motive power is much less liable to damage in battle than that of foreign ships. On the whole, Americans should be well satisfied with their battleships. Warship building is a progressive science, and our naval constructors have never marked time. We have every confidence that the many superiorities which characterize our present warships will be perpetuated in their successes.

CARIBBEAN WIRELESS STATIONS.

A series of wireless stations is to be erected at several ports on the Caribbean coast has been confirmed. The United Fruit Company has negotiated with the De Forrest Wireless Telegraph Company for the establishment of stations at Belize, Puerto Barrios, Puerto Cortez, and Ceiba, probably extending the system as far south as Port Limon, Costa Rica. It is assured that wireless communication between these points and the United States will be in operation by the first week in February.

The United Fruit Company will serve the public, but subject to censure of all messages, retaining the privilege of refusing for transmission such messages as may appear prejudicial to their business interests. This exception to public service is due to the constant competition among the several steamship lines operating in the fruit trade between the United States and Central American ports.

The business men of Ceiba are much elated, and welcome the advent of the wireless as a factor of inestimable value to them in their commercial relations with the United States.

Regulations have been issued for the nationalization of the salt industry of Manchuria. The salt merchants have been prohibited from depending on foreign capital under penalty.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., Cor. Carrel and Powell Sts., P. O. Box 1365.
TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. I., 821 Alakea St., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 91 Stuart St.
Branch:
SEATTLE, Wash., Colman Dock, Room 10.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 51 Stuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Stuart St.
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Or., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Or.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Stuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

CIGARMAKERS' FINANCES.

The annual financial report published in this issue displays our financial transactions for the year 1907 in brief, minutely, and we hope comprehensively.

The table of benefits shows the yearly transactions since the adoption of the high dues and chain of benefits, and is so arranged that it shows at a glance the workings of the system since its adoption, the cost of each benefit per year, and of all benefits for any number of years.

The table also shows the amount of dues that were paid at the various stages. For the benefit of the younger members the present rate of death benefits has been paid since January 1, 1887.

Prior to 1886 we paid \$4 per week strike benefit until the strike ended. Commencing January 1, 1897, we cut out one term of the out-of-work benefit, otherwise there has been no material change in the payment of benefits. The table shows when each benefit commenced. The constitution, of course, shows the present rates and benefits paid.

The general fund for 1907 shows a gratifying increase of \$60,799.19, or a little over \$1,000 per week.

The amount expended for sick benefit shows an increase over the previous year of \$10,599.85, with no visible reason thereof in sight.

The amount used for death benefit purposes increased over the previous year in the sum of \$22,044.70. This is explained by the fact that those who are entitled to \$550 benefit is yearly increasing. The amount needed for the payment of death benefit has increased in the last five years \$68,582.96.

Owing to the absence of any prolonged strikes we expended for strike benefits \$22,090.75 less than we did in 1906.

Despite the depression in trade which set in about the latter part of last year, we expended \$4,413.50 less than we did in 1906.

The membership shows a substantial increase of over 2,000. Including the 15c and 20c classes the membership now totals 47,953 members.

For the benefit of the student and those not familiar with our system who may study the recapitulation, it should be noted that assistance from unions and assistance to unions, which involves an item of \$35,000 in both the receipts and expenditures, is simply money transferred from one union to another, and while it has to be so entered, it is really neither a receipt nor an expenditure. Including the amount on hand at the beginning of the year, the financial transactions for the year 1907 amounted to \$1,538,828.18.

The total of benefits paid during the year 1907 was \$473,270.58, and the grand total of benefits paid since the system went into effect, November, 1879, or in 28 years and 2 months, is \$7,786,527.87.

The report, recapitulation and table of benefits show only the financial transactions of local unions. The amounts required to maintain headquarters is included in the expenditure of local unions, but the amount expended by this office is not included. The receipts and expenditures for the general office are published monthly in the official Journal.

The outstanding loans, while they are an asset, the amount is not included in the total on hand January 1, 1908.

While the report for 1907 is extremely gratifying, the state of trade indicates that greater amounts will have to be expended this year for strike benefits and out-of-work benefits, and we suggest that all unions and all members exercise due caution and practice the strictest economy. We congratulate the members on the gratifying results, which again proves the soundness and the beneficence of our system of high dues and splendid chain of benefits.—Cigarmakers' Journal.

IMPRISONMENT FOR DEBT.

It is generally believed by English people that the Act of 1869 abolished imprisonment for debt, but, as a matter of fact, it concerns only debts amounting to over £50. The smaller debtors were left to the County Court Judges, who had the power to imprison a debtor if they considered that he was able to pay, but refused to do so. Thus the small debtor runs the risk of imprisonment, while the large debtor is immune in general.

Statistics show that the number of cases of imprisonment for debt steadily increased until 1907, during which year several Judges declined to make committal orders unless the plaintiff was able to prove the debtor's ability to pay the debt. In 1896 the number of cases of imprisonment was 8190; in 1903 they had risen to 10,527, in 1905 to 11,405, in 1906 to 11,986, but in 1907 they declined to 11,427.

The majority of the present County Court Judges are in favor of the entire abolishment of imprisonment for debt. This attitude is largely due to the action of the large firms selling goods on the installment system using the process of the courts as a debt collecting agency.

Failure to pay the installments on time is followed by an application to the local County Court for a summons for the buyer to show cause why an order for payment should not be made. The summons is sent to the debtor by registered mail, by which means a receipt is obtained, thus proving the service of the summons.

The debtor, finding that the summons is returnable at a town perhaps 100 miles from his home, either remits the money, or, failing either ability to pay or to put in an appearance, has to let judgment go by default. Later a judgment summons is applied for, and, failing the attendance of the debtor on this, the Judge makes an order for committal, suspended for a period within which the debt may be paid. Failure to pay within this period is followed by imprisonment for contempt.

This imprisonment does not release the debtor from his indebtedness in the least degree, and on his release the problem of discharging his debt is just as perplexing as before, and the debt has been swollen by the amount of the court fees. The majority of the County Court Judges agree that an amendment of the law is needed, and among their recommendations are the following: That the law should be so altered as to allow execution to be levied upon the debtor's goods; that the County Court Judge may provide for the payment of the debt by installments or otherwise; that committal orders should be limited to amounts of over £2. Recovery at law of amounts less than £1 should be prohibited.—New York Sun.

CONTRACT LABOR IN CANADA.

The Canadian Manufacturers' Association decided recently to close its labor bureau in London. A Toronto report states that few Canadian manufacturers are in need of skilled labor. The supply is generally more than equal to the demand, and since the depression set in the unemployed in all large cities in Canada have increased in numbers, and there has been a revision of the regulations governing the landing of immigrants which would itself have served to put the Canadian Manufacturers' Association's London bureau temporarily out of business.

Except as regards labor recruited in the United States there are no provisions in the Canadian law forbidding employers to import contract labor, and until the recent changes made in the regulations under the Canadian Immigration Act of 1906, those due to the existing industrial depression, it was not necessary that immigrants, to be permitted to land, should be possessed of money sufficient to tide them over a few weeks. As a result of the change in the regulations immigrants must now possess \$50 in cash or they will not be permitted to land, but this rule is limited to February 1, from which date until April 1, immigrants must bring with them at least \$25. This new order has made it difficult for agents in London to send out contract laborers during the present winter months.

The campaign of the Canadian Manufacturers' Association to bring in contract labor has been vigorously assailed in the House of Commons at Ottawa and in many of the industrial centers. The Canadian Trades Union Congress sent a representative to London to persuade artisans and factory workers to pay no heed to the advertisements issued by the Canadian Manufacturers' bureau in London, stating that conditions in Canada were misrepresented. There are many thousands of unemployed in Canada at this time, and as late as December 17 advertisements appeared in British newspapers in which it was stated that manufacturers in Canada in all trades were crying out for skilled labor. Mr. Oliver, the Canadian Minister of the Interior, submitted this advertisement to the Canadian House of Commons the third week in January and two days later, when the executive board of the Canadian Manufacturers' Association met, it decided to close its labor bureau in London.

Sweden's imports are increasing in many lines. The country's purchases of machinery and tools (not engines or sewing machines) for the first eight months of 1907 amounted to \$5,450,700, against \$4,342,100 during the same period in 1906. The importation of steamships increased from \$1,414,900 to \$1,819,200 in the same comparative periods; those of oil cases from 77,035 tons to 96,890 tons; and those of wheat flour from 4,706 tons to 7,757 tons.

Foreigners attending the German universities during the fall term of 1907 numbered 3,869, which was 8.3 per cent of the total attendance. These foreign students came from the following world quarters: European countries, 3,375; America (nearly all from the United States), 301; Asia (almost all Japanese), 177; from Africa, 12, and from Australia, 4.

Home News.

After a session of 160 days the first Legislature of Oklahoma adjourned sine die on May 26.

Owing to the excessive heat ten persons died at Pittsburg, Pa., on May 29. Many were prostrated. The mercury registered 88.

The steamer Tagus will carry to the Canal Zone three tons of fresh cows' milk in bulk, which will be refrigerated and served to the employes on the Canal.

The National Association of Hosiery Manufacturers has adopted resolutions declaring that the President abused his power in making a secret trade agreement with Germany.

The issue of prohibition was carried by from 25,000 to 40,000 majority in the recent North Carolina election. There will be no manufacture or sale of intoxicating liquors in that State after January, 1909.

The United States Supreme Court on May 18 declared unconstitutional the Texas railroad tax law and upheld the right of St. Louis to impose a quarterly tax of one mill per passenger on the street-car lines.

A terrific wind storm of almost the proportions of a tornado passed over the southern part of Lowell County, Kan., on May 27, killing one man and injuring twenty-two persons, seven of them probably fatally.

A gale which reached a greater velocity than has been recorded in Chicago for seven years occurred on May 28 and preceded an electrical storm which did considerable damage in various parts of that city.

Tornadoes that swept over the county adjacent to Hennessey, forty miles northwest, and Cashion, fourteen miles southwest of Guthrie, Okla., on May 28, brought great damage to crops and farm property. No lives were lost.

President Roosevelt on May 28 signed a bill "to encourage the development of coal deposits in the territory of Alaska," the principal provision of which prevents monopoly by restricting holdings to 2560 acres of coal lands.

George F. Horras of Hot Springs, S. D., formerly cashier of the Hot Springs National Bank, charged with the embezzlement of \$25,000 of the bank's funds pleaded guilty in the United States Court at Deadwood on May 26.

The Japanese Consul at Honolulu, T. H., has been advised by his Government that the emigration from Japan to Hawaii has been limited to Japanese and their wives and children who were formerly residents of the Islands, and the wives and children of Japanese who reside there now.

Statistics show that since October between 475,000 and 500,000 laborers have departed from New York and no let-up is looked for by the steamship companies for some time to come. The general cessation of business activity that has thrown thousands out of employment is held to be responsible for the movement eastward.

The Japanese Consul-General, Mr. Shimizu, has informed the Dominion Government that his instructions from Tokio are to discourage any further influx of Japanese into Canada. Every indication this year and every report received by the Immigration Department points to the fact that the question of Asiatic immigration has been satisfactorily settled so far as Canada is concerned.

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Seattle, Wash., Letter List.

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Ahlstedt, And.	Johanson, Emil
Afsen, Knut	Johanson, Iljalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut
Anderson, Oscar	-1295
Anderson, Sverre	Johnson, C. T.
Andersen, Bernard	Johanson, Carslen
Andersen, A. H.	Job, P.
Andersen, H. -1124	Kalnug, J.
Andersen, W.	Karlson, Victor
Andersen, James	Karlson, A., -1158
Andersen, A. -826	Karlson, K. G., -270
Andersen, Christian	Karlson, K. A., -551
Andersen, J. -1514	Kelder, Edmund
Anderson, O. F. -1363	Kehola, Henry
Anderson, Axel P.	Kirist, Hans
Anderson, Joseph	Klahn, Chas.
Anderson, O. -1531	Knubedal, Pete
Apps, P.	Koppen, E. O.
Aunapo, E.	Krause, Erick
Aske, John	Kristoffersen, Emil
Asstet, Andrew	Kummerlove, O.
Bateman, S. J.	Lakborren, Frans
Barwa, D.	Lambert, Ed.
Beck, R.	Langvordth, C.
Bengtson, J.	Larsen, I., -1947
Bee, Calln	Larson, H. J.
Behren, J.	Larson, Konrad
Benson, J. E. -1454	Lerston, J.
Birkelund, R.	Lindman, H. A.
Blomberg, Gust.	Lindholm, C., -1274
Blomquist, H.	Lindberry, Aug
Black, M. McKenzle	Lind, H. E.
Boulton, Thomas	Mayer, P. M.
Boman, Oscar	Martinsen, I.
Bohman, Erick	Martson, M. A.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Julius	Mattson, F.
Brand, Feder	Mikelett, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Morlis, E.
Bylander, Fred	Myllne, P.
Carlson, A. M.	Myren, A.
Campbell, Albert	Newman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, B. T. -656	Nelson, Helge
Christensen, Albert	Nordenhurg, John
Christensen, Fred	Norvel, Wm.
Christensen, Elmer	Nyburg, E.
Christoffersen, John	Nurse, U. F.
Christensen, Otto,	O'Driscoll, J. J.
-1223	Ohlson, Julius
Clemens, Geo.	Olsson, Oscar
Clewley, James	Olson, Chas.
Colby, E. E.	Olsson, E., -966
Curran, N.	Olson, H., -563
Danlelsen, Ernest	Olsson, C. O., -705
Edwards, John	Olson, Ola
Edmond, Iljalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olson, B.
Elmhorn, Carl R.	Olson, P. O.
Eklund, P. H.	Overnik, Thos.
Elstelt, Alfred	Overland, T., -912
Erksen, Olaf	Paulson, Paul
Eriksen, Peter	Pettersen, Erik
Eslenberg, Gust	Pedersen, Myer
Falk, O. A., -479	Peterson, H., -1230
Farley, D.	Pederson, Louis
Faluck, L.	Petersen, O. P.
Fitzgerald, Harry	Pennigrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990.
Fraberg, Fredrik	Picard, L.
Gad, V. C.	Pontynen, H.
Gada, S. V.	Quade, P.
Gotaas, Oscar	Rasmussen, A. N.
Golden, John	Rasmussen, Fred
Gray, Walter	Rasmussen, Anton
Gronlund, Oscar	Reek, John
Gudmundsen, Johan	Reymond, L.
Hardin, M.	Reimer, Jacob
Haakonsen, H.	Rojahn, Axel
Hansen, H. M.	Rojenes, A. or G.
Halvorsen, Edwin	Rose, W. H.
Hansen, W. -1620	Scott, E. G.
Hansen, C. Fuhr	Schmah, M.
Hansen, Theodor	Schmidt, F.
Hawkes, W. J.	Schleran, E.
Hermansen, F.	Schultz, E., -1812
Hesterberg, Max	Sehon, Hans
Hixon, W. J.	Scholkrain, J.
Hjelkrem, T.	Seppel, P.
Hope, N.	Sibell, C.
Hogan, R.	Shane, J.
Hollburg, Oluf.	Smevik, J.
Hollgren, G. J.	Sodroholm, A.
Hutchison, E.	Staff, K.
Jacobson, John	Stein, A.
Jamison, James	Syvestin, K.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Chas.	Thornle, G.
Jorgenson, Alf.	True C. Nelson
Jordfeld, Theo. -1925	Wallace, A.
Jorgenson, Helne	Westman, A.
Johanson, J. F. -1462	Wimmer, Geo.
Johnson, J. J.	Winters, H.

Pt. Townsend Letter List.

Dietricks, Carl	Mowder, Karl
Eehman, William	Milsen, M. O.
Iealy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Staeheassen, C.
Ligestraim, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moberg, Alfred	Woker, Hermann
Moller, Andrew	

INFORMATION WANTED.

Arthur Linert, who is sailing on the Pacific Coast, is anxiously inquired for by his father, Henry Linert, 3522 W. 32d st., Cleveland, Ohio.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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Portland, Or., Letter List.

Borge, -1568	Jakobsen, Ole
Bade, Alex.	Johansen, F. B.
Boose, Paul C.	Johnson, Andrew
Behrens, Emil	Johannesen, 1441
Berthelsen, Alfred	Jensen, Geo. L.
Brookman, Robert	Kone, Ernest
Coye, Chas. F.	Lindholm, Gustaf
Cone, Pierre	Ludlow, James
Connecke, Hugo	Lettre, Honore
Dahl, John	Lerch, Paul
Eriksson, E. J.	Lewis, W. J.
Frijland, Carl J.	Martin, John B.
Hansen, Geo. J.	McArthur, Chas. A.
Holmberg, O. B.	Mikkelsen, J.
Hansen, Aldan	Nelson, Johan
Hansen, H.	Nilsen, Edvin
Hassall, S. G.	Nelson, Louis
Hartman, Chas.	Olsen, John
Hilarion, Chas.	Pohlmann, Hans
Hegan, Paddy	Peterson, H.
Jensen, -1826	Peterson, J. A.
Jensen, Peter	Wahlstedt, -778
Jahnke, Arthur	Wilsen, Anders

INFORMATION WANTED.

Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignes, Sailors' Union, San Francisco.
Rudolf Carlsen wishes to know the whereabouts of his brother Edward Carlsen, address, Sailors' Union, Box 65, Seattle, Wash.
Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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INFORMATION WANTED.

David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

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News from Abroad.

The first broad-gauge train of Amer-
ican cars on the South Manchurian
Railroad made a successful trip on
May 27.

Henry Farman, a British aeronaut,
began a series of experiments at
Ghent on May 26 with his aeroplane.
He accomplished a number of flights
in the teeth of a strong wind.

A committee of the Council of the
Empire, by a vote of 27 to 14, has
adopted the proposals for the con-
struction of the Amur Railway as
passed by the Russian Douma.

The Greek steamer Luamyron,
bound for Copenhagen, has been
wrecked on the rocks three miles from
Cape Finisterre. The crew, number-
ing twenty-three men, were rescued.

Two Americans and one English-
man were attacked by bandits and
killed recently near Coachinia, one of
the mining camps of the Green Cop-
per Company near Dolores, Chihua-
hua.

Over 40,000 deaths have resulted
from the severe famine prevailing in
the Usoga province of Uganda, Brit-
ish East Africa. The Government is
feeding 50,000 natives. The crops are
a complete failure.

The French Chamber of Deputies
on May 25 adopted that section of the
Income Tax bill by which dividends
from rentes and all other French and
foreign government stocks are made
liable to taxation.

The court-martial at St. Petersburg
of eleven revolutionists, including four
women, has resulted in the sentencing
of four of the accused to death and
six to periods of penal servitude. One
was acquitted.

Augusto B. Leguia has been elected
to succeed Dr. Pardo as President of
Peru. Larraburey Unanue, Peruvian
Minister to Brazil, has been elected
first Vice-President and Dr. Pelisario
Sosa, second Vice-President.

The official returns of the Belgian
elections show that the Socialists
gained five seats. No doubt is ex-
pressed that the Government will be
able to carry through its Congo pro-
gram despite its reduced majority.

President Fallieres of France visited
London during the last week of May
and was enthusiastically received by
the people. It is said that the re-
ception to the French President has
greatly improved the relations be-
tween the two countries.

According to a military report, a
total of fifty-three engagements were
fought during May in the campaign
of the Japanese forces against Korean
insurgents and rioters. Five hundred
and forty-nine insurgents were killed,
many wounded and a large number
captured.

At a meeting at Shanghai of repre-
sentatives of every important guild in
the Empire it has been resolved to
continue to the extreme limit, if nec-
essary, the boycott against Japanese
goods. No heed is to be paid to the
Imperial edicts from Peking order-
ing the boycott to be discontinued.

The inhabitants of the Island of
Samos, a Greek Island off the west
coast of Asia Minor, are in revolt
against the Prince of Samos and the
Governor of the island. Fighting has
been going on at Vathy, the capital,
for some time past, and there are
numerous victims of the encounters.

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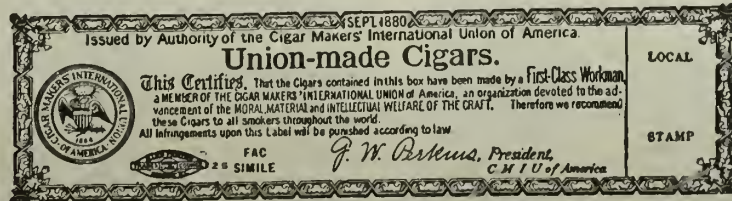
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World's Workers.

It is reported that the Conciliation and Arbitration Board of the Scottish iron trade favors a reduction of wages by 7 1-2 per cent.

At present there is much poverty and distress at Broken Hill, Australia, where it is estimated there are 2000 able-bodied men out of work.

The New South Wales Farm Laborers' Union has announced to farmers in the Wagga district that the labor of its members can be bought for 6s and food per eight hours.

The Victorian (Australia) Government is contemplating the erection of dining-rooms at a cost of £3000 for the convenience of the men employed at the Newport Government works.

The Industries Disputes bill now before the New South Wales Parliament has been stigmatized by organized labor in that State as a bill to promote the encouragement of black-legs.

Twenty men recently went on strike at the Mulgrave (Australia) Central Sugar Mill, giving as a reason that four of them had been discharged for complaining of bad food and sanitary arrangements.

In connection with the Miners' Eight Hour bill, the British Home Secretary has declared in the House of Commons that the Government will pass no measure that would harm the industries of the country.

It is reported that an effort is to be made by the Queensland Government to put a number of the unemployed in Brisbane on an area of land on Baffle Creek, near Bundaberg, the idea being that when they are not working on their selections they might find engagement in the canefields.

A mass meeting of employees engaged in the timber industry was held at Ipswich, Australia, recently, with the object of forming a branch of the Federated Sawmill, Timber-yard, and General Wood Workers' Association of Australia. Labor member Maughan presided and other prominent Labor men delivered addresses on the benefits of trade unionism.

A case of unionists fighting the battle of non-unionists occurred at Adelaide, Australia, recently. A deputation of union laborers employed on a building asked the boss to pay the non-unionists the same wages as they were receiving, 8s per day. This the boss refused to do, whereupon the union men downed tools and left the building, accompanied by the non-unionists.

Out of every 14,000,000 adult women in France, nearly 6,500,000 work for their living. The highest wages are earned by the cutters of precious stones in Paris, who get about 7s 6d a day. This is the maximum; the minimum is reached by dressmakers in certain departments, who are given 2 1-2d a day and two meals. The average factory worker receives from 10d to 2s 6d a day.

In N. S. W. union secretaries are by law permitted to examine witnesses at inquests into the deaths of wage-earners killed while at work. A case occurred recently where a painter was killed through the breaking of a rope, and the Painters' Union secretary elicited the information from the foreman painter that the guy rope which broke was purchased with others at Garden Island, after it had been condemned by the naval authorities, yet the jury only returned a verdict of accidental death.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul	Anderson, Fritz
Ackerson, Peter	Anderson, -1113
Adama, D. J.	Anderson, -1473
Akesson, Hjalmar	Anderson, Werner
Ambach, Chas.	Anderson, Chas.
Amundsen, P.	Anderson, L.
Andersen, Lars	Anderson, -991
Andersen, Fred	Anderson-1520
Andersen, -1124	Anderson, A. B.
Andersen, -1471	Anderson, F. M.
Andersen, -1562	Andreasen, M.
Andersen, Christian	Andreasen-1136
Andersen, Rasmus	Anfinsen, Otto
Andersen, Oscar	Antonsen, Hjalmar
Andersen, Einar	Arden, S. F.
Andersen, -1229	Arnsen, Erie
Andersen, Christian	Arntsen, Julian
Andersen, John	Arro, Nicolaz
Andersen, Fred	Askerlund, 1263
Andersen, -1305	Asmussen, Max
Andersen, John H.	Axelsson, C. B.
Andersen, Olaf	
Bacan, V.	Bickel, Leonard
Baillie, Joe	Block, Henry
Bakke, M. C.	Blomberg, Chas.
Balchin, Ludvig	Boers, H.
Balhorn, C. N.	Boogren, Eric C.
Banke, -1646	Bono, Viktor
Bateman, S. J.	Boss, L. A.
Bechler, Joseph	Bostrom, Carl
Beckwith, Walter	Boylan, Chris.
Bchrens, E.	Braun, Jakob
Beling, Oscar	Braun, Wm.
Benson, -1611	Broaten, J. P.
Berg, A. C.	Brox, Henrik
Bergklint, Fred	Buass, Thomas
Berglund, Nils P.	Buelna, R.
Bergquist, Stanley	Bugge, Edw.
Berkhusen, Hjalmar	Burd, Paul
Berlenz, Emil	Burkhard, Geo.
Berthusen, Hjalmar	Busch, Jens D.
Beyerle, Ruppert	
Calver, W.	Christensen, -905
Carlsen, Hans	Christian, E. F.
Carlsen, Hans H.	Christoffersen, B.
Carson, Th.	Christophersen, C.
Carlstrom, Arvid	Classen, Henry
Caspary, -1064	Clementz, Ole
Chambers, A. G.	Clyde, H. R.
Christensen, Jas.	Cnudsen, Davit
Christensen, O.	Compton, J. S.
Christensen, Albert	Cowd, C.
Christenson, Sigv	Croll, Conrad
Dache, Paul	Desyenter, Aug
Dahlbeck, John	De Young, A. W.
Dahlgren-534	Dixon, John
Dalman, F.	Donnick, H.
Danenberg, Rudolf	Dorles, H.
Dangul, E.	Dorum, Berger
Danielsen, Sigurd	Doose, W.
Dempsey, Thomas	Douglas, G. A.
De Sot, Elmer	
Easton, R. W.	Engman, Chas.
Eckert, W. F.	Erichsen-606
Eckert, W. F.	Eriksen, Samuel
Ehresman, John	Erikson, Erik
Eichholz, Bertoll	Erikson, C. E.
Eklund, -695	Esnault, Geo.
Ellason, Elias	Esterberg, Gus
Engblom, John	Eugene, John
Falconer, Joe	Fraasik, Aug. E.
Farley, Wm.	Francovich, Alex
Faslie, Don	Frandsen, Frands
Faula, John	Frank, -499
Fiksdal, Lars	Fredrickson, C. G.
Findley, Harold	Fredrikson, B. D.
Fischer, Torsten	Friedrichsen, Berger
Fitzgerald, Harry	Fris, Chr.
Flaming, C.	Froise, J. J.
Forne, Juan	Frojen, Alfred
Forschu, Alex	Froze, Elias
Fosen, A. H.	
Gabrielson, C. W.	Grief, Bernhard
Gabrielsen, Oscar	Gronvall, A.
Gad, Sophus	Gundersen, A.
Gardell, Chris.	Gundersen, Sevrin
Geissler, Hans	Gunnarsson, John
Gerner, Hans	Gunther, Hans
Green, Frank O.	Guzek, Bernhard
Gregory, P.	
Haasenritter, C.	Haugan, Albert
Halvorsen, -1439	Heidelstein, Axel
Halvorsen, Olaf	Heidenberg, Carl G.
Hamilton, Tom	Hefin, Johan
Hamm, Edword	Helmer, F. H.
Hammarsen, Oskar	Helmros, G.
Hansen, Johan M.	Henrikson, -1737
Hansen, Otto W.	Hensen, Albert
Hansen, H. T.	Herman, Helge
Hansen, Viggo A.	Herniansen, Halvor
Hansen-1729	Hermansen, L.
Hansen, -1723	Hersey, Geo. W.
Hansen, -1638	Hill, -567
Hansen, -1786	Hines, James J.
Hansen, Albert	Hink, James J.
Hansen, Karl	Hoffman, J.
Hansen, Olaf	Hoffman, Henry
Hansen, J. P.	Holland, Ooin
Hansen, Harold O.	Holmberg, -1859
Hansen, -723	Holmes, Martin
Hansen, -1136	Holmquist, E. G.
Hansen, -1250	Holst, R.
Hansen, -1331	Holstein, Rudolf
Haraldsen, Chas.	Holt, Karl C.
Hardies, Max	Hore, Alice
Harris, John -1170	Hultberg, E. J.
Hartkoht, Joseph	Husted, Heinrich
Hassall, S. B.	Hutchinson, E.
Haugen, Lars	
Itfeldt, Fr.	Iversen, Sigurd
Ivarsen, Andreas	Iversen, Tandrup
Jacobson, -1686	Jensen, Karl
Jacobsen, Anton	Jensen, Karl E.
Jakobson, Kr.	Jensen, Harry
Jakobsson, John Alf.	Jensen, Edv. K.
Jamison, Joe	Jensen, Peter
Jansen, K.	Jensen, Jas. R.
Janson, Nils	Jepson, Alex
Jansson, Carl	Johannesen, M. E.
Jarvie, W.	Johannesen, J.
Jasnerse, J.	Johansen-2126
Jensen-1791	Johansen, Kristlan
Jensen, -1893	Johansen, Karl L.
Jensen, Geo. L.	Johansen, -1201

Johansen, -1821	Johnson, E.
Johansen, Oskar	Johnson, -1877
Johansen, -1705	Johnson, Thomas
Johansen, Albin	Johnson, Herman
Johansen, Samuel	Johnson, -1300
Johansen, F. H.	Johnson, John
Johansen, -1595	Johnson, D.
Johansen, Aug. F.	Johnson, Nat.
Johansen, Andreas	Johnson, Carl
Johanson, -1856	Johnson, Nils
Johanson, J. A.	Johnstad, Jim
Johansson, C. A.	B. Jonnason, C. A.
Johannesen, Vald.	Jonson, Jon
John, Robert	Jorgensen, -1868
Johnson, -393	Jorgensen, Johan
Kane, G.	Kirwan, Milton L.
Kapen, Nils J.	Klemensen, E.
Karlgren, -644	Knudsen, Jack E.
Karlson, -1269	Koha, H. C.
Karlson, Rasmus	Kohne, -748
Karlson, Konrad	Kopman, F.
Karlson, -1312	Koppen, Max
Karlson-1267	Kossow, M.
Kaup, L.	Kristensen, O.
Kavander, V.	Kristensen, K. J.
Kiel, P.	Kroll, C. W.
Kinny, L. F.	Krouvi, Mikko
Lahmeyer, Hermann	Le Sollen, Pierre
Lang, Chas.	Lewald, H.
Lankewiz, E.	Liedtke, B.
Larsen, Chr.	Liesman, Fritz
Larsen, -591	Ligocki, J.
Larsen, -644	Lindberg, G. W.
Larsen, -1290	Lindberg, John
Larsen, -1453	Linde, O. B.
Larsen, Laurits S.	Lindeberg, Ernest
Larsen, Efraim	Lindholm, A.
Larsson, Axel L.	Ljungholm, Julius
Lassen, Th.	Lou, Torvald
Lauritzen, Anton	Lubke, John
Laws, Harry	Lull, Carl
Lax, Karl	Lund, Harry C.
Le Cante, H.	Lundin, Fred
Le Bloa, Sylvln	Lundin, A.
Lehtonen, J.	Lundqvist, -1352
Lermond, J. W.	Lundstedt, C.
Leersten, J. O.	
Madsen, 1593	Magg, Fred
Madsen-1550	McLean, John
Magl, M.	Mehrtens, H.
Magnusson, E. W.	Mehent, Joseph
Mahsing, W.	Melander, Gus
Marthinus, Olaf	Mersman, A.
Martin-499	Mertrop, Aug. Th.
Martinson, David	Meyers, Herman
Murz, John Henry	Mikkelsen, A. S.
Mathisen, Otto	Montplaisir, F.
Mattler, Franz	Muller, Werner
Mattson, K. J.	Mullins, Thomas
McCallick, Wm.	Munby, N. J. W.
McDowell, R. J.	Murray, Jack
McKenzie, 1755	Myers, Thos.
Nelson, -968	Nilsen, H. S.
Nelson, C. M.	Nilsen, Henrik
Nelson, Carl J.	Nilsen, -737
Nicholson, Jos.	Nilsen, Fritz
Nielsen-520	Nilsen, O. R.
Nielsen-918	Norheim, John
Nielsen, -678	Nyberg, Erik
Nelson-884	Nilsen, Karl J.
Nelson-632	Nilsen, Fritz
Niehoff, J. J.	Nilsen-629
Nilsen, Johan	Nordlund, F.
Nilsen, Andrew	Norton, Jack R.
Nilsen, Edwin N.	Nyman, Ivar
Nilsen, Andrew B.	
Oasin, Alfred	Olsen, Karl
Oetjen, Fritz	Olson-1016
Olausen, 906	Olsson-945
Olsen, Olaf S.	Olson-991
Olsen, -835	Olsson, C. B.
Olsen, P. J.	Olsson, J. W.
Olsen, 499	Ordig, Bruno
Olsen, Sigvart	Osterberg, Gus
Olsen, Lars	Osterholm, J. W.
Olsen, Anton	Ostlin, Frank
Olsen, -522	Ovrebø, Nils N.
Olsen, -966	Omundsen, H.
Olsen, Aksel	Ojstech, Sigfrid
Ohlson, Otto	Overwick, Thos.
Palgren, Alex	Patterson, Otto
Pasher, Paul	Patterson, Karl A.
Patsek, Chas. S.	Patterson, -645
Paulsen, Jens L.	Patterson, 1248
Pearson, Ch.	Patterson, Ernst O.
Pedersen, Olaf A.	Patterson-1062
Pedersen, Peder	Patterson, Edw.
Pedersen, Laurits	Pletschmann, Geo.
Penny, Matthew	Pohlman, Hans
Pemose, Ed.	Polke, Louis
Perrson, H. W.	Polson, Carl
Persson, Chas.	Pranschke, John
Petersen-732	Prigset, J.
Petersen, R.	Prinz, Chas.
Petersen, Carl G.	
Quinn, Wm.	
Raasik, Aug.	Risley, L.
Ragenees, A.	Robertson, D. A.
Rasmussen-640	Robinet, Geo.
Rasmussen, R.	Rodriguez, D. M.
Rathjens, Jakob	Rohli, Werner
Reinwald, Erik	Rojahn, Axel
Richardson, Adam	Roll, August
Richardson, Frank	Ruckle, E.
Ripman, John	Ruckman, Arthur
Reese, Wm. E.	Rukander, R.
Rigoulot, E. A.	Rustad, Hjalmar
Richelsen, Peter	Ruthberg, Edw.
	Rytko, Otto
Sabel, F. L.	Suden, Wm.
Sanchez, V.	Sullivan, S. C.
Sanders, Fred	Svedstrup, E.
Santry, Ned	Sikman, A.
Sawberg, A.	Sindahl, Jens
Schaefer, Thomas	Sjogren K. A.
Schelenz, Hans	Skogstrom, C.
Schilling, Chas.	Skottol-2183
Schkuher, H.	Smith, Willet
Schmidlen-1937	Smith, Jno. A. W.
Schmidt, Richard	Snow, Harry
Schmidt, Franz	Sonora, Wm.
Schmith, Carl	Sorensen-1492
Schoor, John V.	Sorensen-1607
Schote, Herman	Soto, Pedro
Schott, H.	Spear, Markns
Schuler, Ed.	Speckmann, M.
Schultz, Albert	Stander, A.
Schultz, Axel	Staschau, John
Scott, Edward	Steinberg, Arthur
Sehry, G. W.	Stenbergh, Alf
Selander, G.	Stephan, 1455
Sembach, John	Stone-1680
Sentell, Wm.	Swanson, S.
Sherry, John	Svensden, A. F. S.
Showell, R. J.	Svensden, Ben
Sickler, Mr.	Svensden-1050
Siegurd, J.	Svensson, Carl O.
Slekemeyer, W. J. H.	Swanson, 11
Strand, Louis	Swanson, Andrew
Strandquist, L.	Swanson, Bernhard
Strautman, F.	Swanson, Chas. &
	Syversen, Ole

Tavares, J. E.	Tompson, G. T.
Taylor, Frederick	Torkelsen, Jonas
Thogersen, Chr.	Tornkvist, M.
Thomassen, P.	Torolk, Olaf
Thome, Aug.	Torvig, Olaf
Thompson, Paul	Tuoninen, Alf.
Thompson, Chas.	Totte, H.
Tjellman, Jonas	Tozler, Grey H.
Udbye, Harold.	Urberg, Jno.
Ulla, Ole A.	
Van Straten, W.	Visser, Albert
Verdick, C.	Von den Steene, J.
Viereck, Henry	Vongehr, Ewald
Vijoda, F.	Vorschuh, Alex
Viking, August	Vuelc, V.
Wahlstrom, Albert	Welpea, F.
Walho, Harry	Westerman, Jacob
Ward, Harry	Wickman, Peter
Welde, Fritz	Wikstrom, H. H. E.
Wells, Geo.	Wilder, Geo.
Wells, Leo	Willander-876
Werner, Paul	Willman, K.
Webb, John E.	Winkal, Aug.
Welberg, John	Wilson, W.
Westermann, Frank	Witke, August
Wiftstrand, Chas. F.	Witke, August
Witstrand, S. J.	Winje, Hilmar
Wischeropp, Fritz	Winter, Gus
Wold, Hans	Wold, Hans.
Woerman, G.	
Yuhnke, Wm.	
Zausbark, E.	Zink, Edmund

Aberdeen, Wash., Letter List.

Andersen, A.-1447	Karlsson, A. G.
Ames, G.	Karlson, Sven
Andersson, O.-888	Kristiansen, A.
Aasprong, G.	Larson, L. M.
Anderson, V.-1240	Leukman, E.
Andersen, Alb. M.	Leishman, J.
Berensen, Albert	Linden, M. A.
Behrens, G.	Lindholm, Nilo
Birkelund, R.	Lauritson, G.
Barre, R.	Magnussen, K.
Berthelsen, Alf.-1223	Makings, W.
Bernhardsen, C.	Mortinsen, K. T.
Beckman, Wm.	Nielsen, C.-857
Behrs, P.	Nelsen, C.
Berch, P.	Nilsen, H.
Braun, H.	Nilsen, Edwln
Benolt, Duvall	Olsson, Ernest-966
Brogard, N.	Olsen, E. M.
Christensen, N.-1066	Olsen, O. S.
Christensen, C.-1066	Ofeldt, Ch.
Carlson, Sven	Osterman, Carl
Christianson, An-	Plenter, W.
ders	Pedersen, P.-896
Campbell, G.	Pears, P.
Cederhalm, B.	Richardson, A.
Dreyer, H.	Rowe, Ch.
Drager, O.	Strand, O.
Doose, M.	Stephen, M.-1455
Dougal, B.	Shevig, A. B.
Erickson, E.	Sandquist, G.
Frank, F. W.	Steen, J.
Flaming, C.	Sweigel, John
Flavgard, L.	Svensson, B.
Gundersen, A.	Smith, J. S.
Gustavsen, O.	Turner, T.
Gunstrom, F.	Thornhill, D.
Gunther, O.	Torvik, O.
Haupt, E.	Thoren, G. A.
Hansen, H.	Thorsen, Thaye.
Holmes, Alex	Turnqvist, E.
Hansen, O. W.	Westergreen, C.
Henrichs, G.	Woker, H.
Jacobsson, J. H.	Warrer, H.
Johnson, G.	Yuhnke, Wm.

Tacoma, Wash., Letter List.

Andersson, L.	Johnson, Chas. J.
Barnard, Cecil	Kelly, John
Benson, Fred	Kloot, J.
Eluhm, Louis	Kopf, Otto Louis
Bordahl, Ed.	Lerche, Andrew
Brown, John	Lindroos, A. W.
Buchtmann, F.	Maloney, Alex
Carlson, O.	Nelson, Chas.
Cottin, Albert	Nelsen, Olan-2121
Davey, Chas.	Olsen, Sigval
Eldswaag, Peter S	

Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Viektor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sothor, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

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Pimples. Price, 25c.

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INFORMATION WANTED.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address Coast Seamen's Journal.

Domestic and Naval.

Admiral A. S. Crowninshield, United States Navy, retired, died at Philadelphia, Pa., on May 27, aged 72 years.

The White Star line proposes to place in commission a cadet-ship for the training of seamen and officers for its vessels, and has obtained the square-rigged ship Mersey.

The Senate Committee on Commerce on May 14 authorized a favorable report to be made by Chairman Frye on the Omnibus Navigation bill.

The Boston fishing schooner Fame, commanded by Captain Thomas Fay, was run down and sunk on Chaspe bank on May 26 by the Dominion liner Boston, and seventeen of the schooner's crew of nineteen men were lost.

The cruiser Albany, the gunboat Wilmington and the torpedo-boat Perry were the trophy winners in their respective classes in the annual record target practice at one mile for 1908, according to the results announced by the Navy Department.

The damage done to transatlantic cables by trawlers on the Irish coast was recently brought to the attention of British Foreign Secretary Grey by United States Ambassador Reid, and the former said he would do all in his power for the protection of the cables.

Indications point to a rush of tourists to Europe this summer. Bookings are being made in the offices of the steamship companies to such an extent that tourists not yet booked will experience some difficulty in obtaining accommodations for weeks to come.

After a successful service trial of twenty-four hours, a quarter of which time she was completely under water, the submarine torpedo-boat Octopus returned to Newport, R. I., on May 29. The Octopus carried eighteen persons and did not renew air supply.

The pilot boat Elma Brooks, of Southport, N. C., while cruising off Frying Pan Shoals on May 20 discovered the steamship George Weems deserted and on fire. The Weems had distress signals set, the ship's boats were gone and the crew evidently had been taken off by a passing ship which was in sight.

The House of Representatives on May 27 passed the Senate bill providing for greater air space in the steerage of steamships. The bill prohibits absolutely the carriage of steerage passengers on the lower passenger deck unless it is "efficiently lighted by side scuttles and otherwise to the satisfaction of the Inspection Service."

With the arrival at Philadelphia, Pa., on May 23 of the steamship Friesland, the American line inaugurated its weekly summer schedule. While the freight business is not satisfactory, the demand for passenger accommodations compels the company to operate a weekly service. The vessels in the line are Merion, Friesland, Haverford, Westernland and Noordland.

Approximately \$5,000,000 is the estimate of the cost of the coal consumed by the Atlantic fleet when it will have finished its cruise around the world. The estimate of the cost of coal necessary to move the fleet from San Francisco to Hampton Roads by way of Honolulu, Manila and Suez Canal has been reported by the chief of the Bureau of Equipment as amounting to \$2,039,000.

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He showed it with much pride and joy

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INFORMATION WANTED.

Jack Kittilsen is inquired for by Chas. Johnson, South Island, Georgetown Co., S. C.

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"Hard times aren't." — Harper's Magazine.

Home—Wigsby (who has borrowed a friend's carriage for the evening and is trying to show off)—"Home, John!"

John—"Beg pardon, sir, but where's that?"—Pick-Me-Up.

Object in View.—Master—"Hello! where are you going at this time of night? You are after no good, I'll warrant."

Servant—"Please, sir, mistress sent me for you, sir."—St. Louis Times.

Mean of Her.—"Everybody says Baby is very like me," said young Mrs. Papley, fondly.

"Yes, the cute little thing!" remarked Miss Diggs, "what fat ankles she has."—Philadelphia Press.

Diplomacy.—"Who did this?"
"Oh, sir, I don't like to blame anybody."

"Noble youth! For your sake I'll forgive him. But who did it?"
"I did, sir."—Exchange.

After the Marine Hop.—"It is dangerous to hug the shore in war."
Said young Lieutenant McFelt.
"But it's far more dangerous to hug a girl—
With a pin in the back of her belt."
—Chicago News.

His Scheme.—"That young doctor hasn't been located in our town very long, but he's very friendly."

"Yes, he believes in reciprocity. He makes acquaintances in the hope that his acquaintances will make him."—Washington Star.

Before and After.—"I hear that Jones' four daughters are married."
"Is that so? I suppose he's glad he's got them off his hands."
"Not exactly. He now has to keep the four husbands on their feet."—Brooklyn Life.

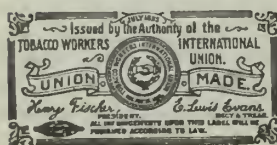
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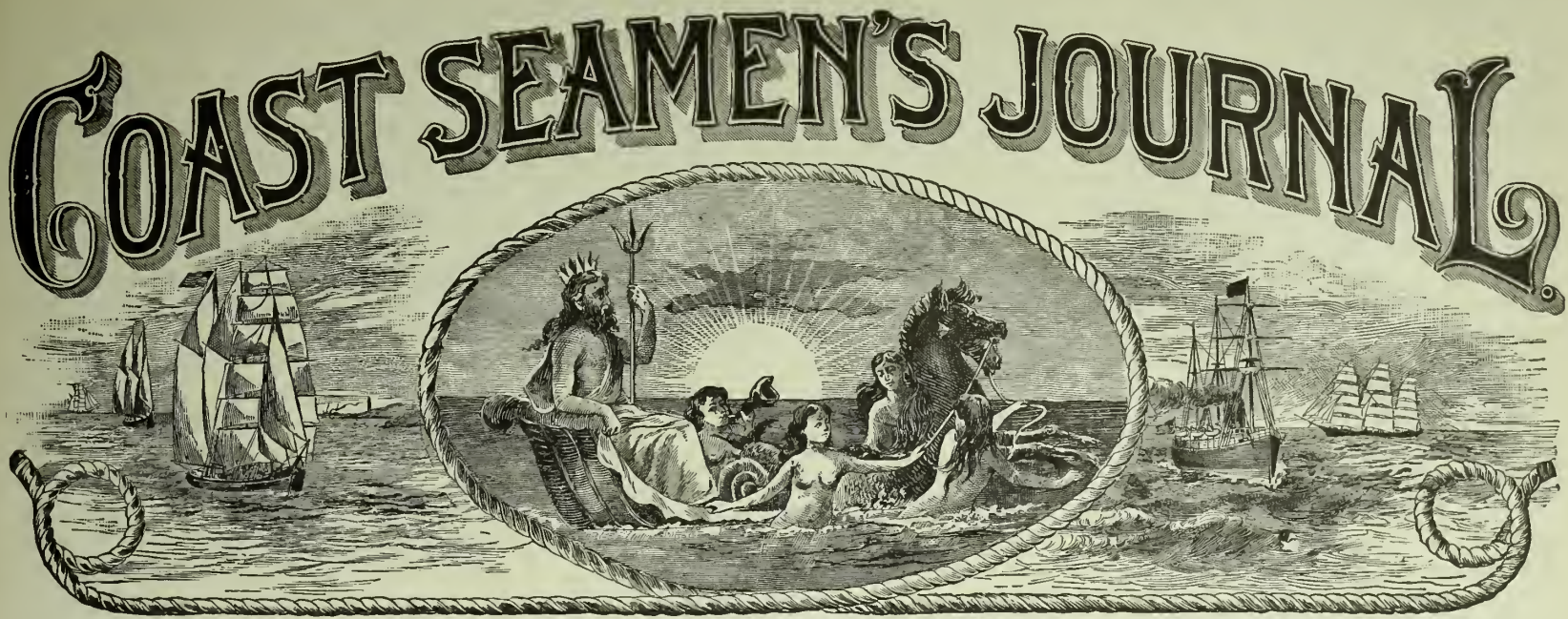
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Our Motto: Justice by Organization.

VOL. XXI, No. 38.

SAN FRANCISCO, WEDNESDAY, JUNE 10, 1908.

Whole No. 1068.

DANGEROUS CRITICISM.

THE ATTITUDE of the daily press toward organized labor and all its works is a matter of common knowledge. The frankly hostile and openly abusive tone of the "great dailies" toward the position assumed by the labor movement upon all questions which divide the working class and the "business interests" has long ceased to cause comment and has become an accepted feature of the situation. The exceptions to this rule, while in themselves the more distinguished by their rarity, are so few in the aggregate as to constitute no modification of the rule. This attitude on the part of that institution which of all others should at least assume the virtue of open-mindedness is, if anything, more pronounced in the present discussion of the rights of labor under the Anti-Trust and Injunction laws than under ordinary circumstances. That such an attitude is likely to prove most dangerous to the "interests" in which it is adopted, and indeed to the interests of the public at large, goes without saying. President Gompers, of the American Federation of Labor, who, by reason of his position as the official head of the labor movement, has been the principal butt of the press critics, pointedly discusses this feature of the case in the current issue of the American Federationist. President Gompers' article is as follows:

These are stirring times in the industrial and political world. The workers of the country—in fact, the whole people—are aroused as never before to the realization of the necessity for prompt and effective Congressional action in order to protect their rights. As the mouthpiece and representative of the views of organized labor, the President of the American Federation of Labor comes in for a great deal of adverse criticism at the hands of the daily press.

The abuse to which we are personally subjected can be borne with a fair degree of philosophy, for we understand that it is not so much directed at us personally as at the movement which we represent and for which we do battle to the best of our ability. We know, too, that in most of the personal criticism there is the desire to prejudice the workers and to insinuate that their President does not represent their views accurately. Also to make the unthinking public believe that we are lawless, violent, ignorant—in fact, all the undesirable things which a representative of the people should not be.

In one sense the ridicule and misrepresentation to which we are subjected is a high compliment, for the portion of the daily press which represents interests adverse to labor never takes the trouble to vent its spleen upon any person unless he is doing something for the interests of the people.

Labor knows the justice of its cause and is not to be frightened or bulldozed by abuse and vilification from its admitted opponents. Nothing else is to be expected from such quarters, in fact open opposition is less dangerous in the long run than insincere flattery or equivocal silence.

The superficial editorial objector knows nothing of the relations between the President of the American Federation of Labor and the people who have chosen him to represent them. He knows nothing of the conventions and conferences and union meetings through which the members of the unions and their chosen officials exchange views and come into close touch with each other. It is perhaps beyond the ken of those who are subsidized to represent certain views to understand that in the labor movement, the President of the American Federation of Labor does not represent his personal views when he appears before a Congressional committee or when he writes an editorial in the "American Federationist" or speaks from a public platform. In all these functions he is representing the views of the workers and he has the most ample opportunities to know what those are. Did he not advance their cause with all the intelligence and assiduity and ability possible to him, he would not be doing his duty to those who intrust to him the management of their affairs.

From this point of view what the President of the American Federation of Labor says to a Congressional committee, for instance, is of far more importance than any personal expression of opinion could possibly be.

This is understood in Congress even among our most bitter opponents, for on the House Judiciary Committee it will be remembered Mr. Littlefield voluntarily conceded recently that we had authority to put forward the views of organized labor. If Mr. Littlefield's prejudice and narrow mentality could let that fact find entrance, it may be assumed that no other member of Congress has any doubt on the point.

We do not believe that our newspaper critics are in doubt either. We believe that it is a well-defined policy of the daily press to attack, ridicule and misrepresent every constructive and progressive step taken by the workers. Making the attack personal to the President of the American Federation of Labor is simply barbing the shaft of malice with additional sharpness and imbuing it with more subtle poison.

If our critics have any regard whatever for the public welfare they would do well to consider the present industrial situation from a somewhat broader point of view than they usually assume. By their narrow and vindictive attitude they may precipitate the very crisis which they pretend to believe will follow the program adopted by the workers.

Let us consider for a moment. The workers, although feeling that their natural and inalienable rights are most seriously jeopardized by the recent Supreme Court decision, which includes labor under the operation of the Sherman Anti-Trust law—are yet behaving with admirable self-control. With the greatest respect for the law and with purest and noblest patriotism they are asking Congress to enact an amendment to the Sherman law which will restore labor to its proper status. For there can be no doubt in the mind of any intelligent and reasonable person that the labor unions organized for the good of all and dealing with humanity and its vital activities should not be classed with the trusts, which deal in commodities for commercial profit to the few.

We repeat, labor shows a greater respect for the law than do its critics.

Yet mark the attitude of the great daily press of the country. Does it commend the law-abiding and self-contained attitude of the workers? Not at all. They are sneered at and reviled for daring to point out the wrong which is being done them. They are told that labor is indeed a commodity exactly like a ton of coal or a side of bacon. Such shallow sophistry is an insult to the intelligence of our people.

No subterfuge is neglected to make the unthinking mass of the people believe that the recent Supreme Court decision merely gave labor its just deserts, and that in its protest labor is seeking undue privilege and special exemption before the law.

Indeed these daily newspapers which print abusive editorials about the workers and their officers have no intention of being fair. An instance was that of the Washington Post, which on April 19th published an editorial, the political economy of which would have been a disgrace to the intelligence of a 10-year-old school boy. In addition it misrepresented President Gompers' arguments to Congress. Its closing paragraph which we here quote is indicative of the whole tone of the editorial:

"We will add that most of this nonsense about the oppression of labor in this country is cant—pure, unadulterated cant. Never before did labor get such high wages. Never before were its savings so enormous—more than four billions in savings banks. Never before was there so great a percentage of laboring men who owned the roofs over their heads."

"What labor needs is an equal chance, and then let it be let alone by the demagogues in politics and the agitators in the crafts."

Not a word revealing the fact that whatever of material prosperity labor enjoys has been achieved by its own efforts, through the trade-union movement. It happened that we were out of the city, and did not see the editorial until it was called to our attention some time after its publication; but a man of high standing and fine intelligence who read it, wrote a defense and correction to the Post and asked it to publish the same. The request was refused. In order to test the policy of the various newspapers of Washington, he took his article (which, by the way, was couched in most temperate and courteous terms) to the editorial office of every daily paper in this city and all refused to publish it.

We merely mention this to show the unfair spirit behind such criticism. We, as a rule, pay no attention to such abuse, especially when personal, believing that its tone and character sufficiently indicated to the intelligent reader its source and inspiration.

Take a recent instance as an illustration. In the course of a hearing before the House Judiciary Committee on an amendment to the Sherman Anti-Trust law (which hearing was published verbatim in the May issue of the American Federationist), we pointed out that if the recent Supreme Court decision in the Hatters' case were literally enforced it would drive the labor unions

(Continued on Page 7.)

THE HOUSE OF LORDS.

It is an unfounded assumption that the Peers have little to do. It is true that, as in the Commons, a man may "take it easy," and the abstention from much talk either in the House or at public party meetings is not the least valuable quality of many of the Peers. Such silence and comparative detachment is more favorable for the formation of a cool judgment than is the "hack-in-harness" condition of mind evolved by the crack of the party whip. Independence and individual thought are not bad elements in a chamber of revision. Nor is it by any means inconvenient to have a number of men from whom can be selected the committees which have to weigh evidence and report on the many matters awaiting their decision. I do not know that any one contests the value of the judicial functions of the Supreme Court consisting of legal members of the House of Lords. It has been a practice of the House to confirm the judgment of the majority of the Judges when any legal matter has been decided by the judicial members. But the power in case of obvious partiality has always been exercised against the majority of the law Lords. It is in the independence and the freedom from any feeling of having to "fear the consequences" that the revising chamber has a value all its own. It shares such a virtue with the Senate of the United States. Well did George Washington know the value of an independent judgment, a judgment that can be given free from the feeling that "I must remember my constituents." But the ordinary member of the upper house needs this independence constantly, for he constantly sits on committees, sometimes with and sometimes without the members of the Commons sharing with him the duty. The committee work now done in the country often takes Commoner and Peer away to a provincial city distant from London during the height of the session for three weeks or longer, in order that the local disputes regarding railways, tramways, water supply, etc., may be heard and decided.

The cases before the Lords' committees must be conscientiously attended to, and the report finally come to must be signed by all the members, the minority report, if there be a division of opinion, requiring as much care as and entailing responsibility in an almost equal degree with the report of the majority. It has never been alleged that important matters mentioned in evidence have been neglected. The confidence in a full and impartial hearing is quite as great when the case is before the one house as before the other, to put it very mildly. No one need imagine that because the Lords meet later and rise earlier than do the Commons that the output of work is less. The work of their tongues is often less. The work of their brains is often—well, let us say, to be respectful—equally great. No one has yet suggested that in the sphere of law and justice the verdict of a lower court if twice repeated should supersede the verdict of the higher court. No one has called the first court "the people" or said that a verdict which the grumbler dislikes means the police magistrate and "the people against the peers."

Yet this is the cry in politics. It might read otherwise. It might read, "the people and the peers against the Prime Minister's Precipitation." An upper house, however imperfect it may be, should always be al-

lowed the power of asking that the people consider again the evidence on any important question before they finally confirm or modify their judgment based on first impressions. This is the lesson taught and maintained by all the great English-speaking democracies. The people's vote must rule, but after full evidence has been given for their deliberate judgment. Otherwise a Ministry becomes not their representative, but their master. The Ministry, if it desire to prove its right to existence and its true representation of the people, must submit all great questions not to one, but to two Parliaments chosen by the people, to decide vital matters of change.

The functions of revision—the necessity of deliberation in making changes in an old-fashioned state—is as necessary now as it was when Washington provided for it in the United States. That all the wheels of the revising machinery are not free of rust is a secondary matter. That all peers are not perfect is nothing. Isolated personal traits have nothing to do with the question. You may as well object to the necessary operation of shaving or hair-cutting because you don't quite like the cut of the jib of your barber. Abolish an effectual revision, deny to the people the right of interference when they see things going wrong, and what must be the result? A period of strife and trouble.—Duke of Argyll in Pall Mall Magazine.

TRAVEL BY WATER.

It is often said that the palmy days of travel by river are over, but this remark applies only temporarily to certain streams that do not at this time afford the necessary conditions. Taking the world as a whole, there is more journeying by water than ever before. The figures for last year's passenger traffic on the Lakes show that 7,500,000 passengers were carried out of Detroit by boat, 1,900,000 from Chicago, 530,000 from Milwaukee, over 400,000 each from Port Huron, Grand Haven and Marquette, with smaller ports getting a proportionate share. One feature to be noted is the exceptional safety of Lake travel. Not a life was lost among the 7,500,000 persons who left Detroit by boat, and passenger casualties were few anywhere on the Lakes. The vessels have increased in size until they are almost in the class of ocean liners. They offer roomy berths, cabins and promenade decks, with good fare on various plans, and the public comfort and enjoyment are carefully studied. Between some of the chief Lake cities excursion steamers of the largest size run daily during the heated period as a means of refreshment to the crowded population, keeping in motion on the water as long a time as possible.

Turning to the ocean the tide of passenger travel is seen to be increasing at an unexampled rate. Over 2,500,000 persons crossed the Atlantic in 1907 between the United States and other countries. Ships go on increasing in size and speed. More than 600 knots a day is now frequently made, which approaches the average schedule of railway express trains, with greater freedom and restfulness. The rate competition of last year reduced the cost of sea travel to a new minimum. A steerage passenger can go at this time from New York to Genoa for \$12, or about one-third of a cent a mile. Millions of travelers enable the

leading steamship companies to carry their construction enterprises to lengths hitherto unknown. Some of the latest liners designed are to be 1000 feet long and supplied with the most powerful known machinery. The Atlantic can be spanned in five or six days with a luxury equal to that on shore. When the palmy days of water travel are mentioned the whole field should be considered, in which case the present will be seen to be so far ahead that the question is not debatable.

That the situation is otherwise on the rivers of the Mississippi Valley is plainly true. There was a time when their passenger lines were busier and more famous than now. The reason is just as clear. Lake channels are over twenty feet in depth, while the ocean is open to any leviathan that man can devise. Large steamboats run prosperously on the deep waters of Long Island Sound and the Lower Hudson. Big coasters command a flourishing business. But there are times when the Mississippi, to say nothing of its tributaries, affords less than four feet in the channel. Big steamers there are out of the question for steady work. Even those of light draft may be compelled to tie up on account of low water. A large winter excursion business could be done on the Lower Mississippi, corresponding to summer outings on the Lakes, if suitable boats existed and could count on a permanent deep channel at all seasons. But the boats of a class similar to those on the Lakes will not be provided until they have depth enough to run. They could keep busy summer and winter if the channels were deep enough. When these are secured the passengers will be ready.—St. Louis Globe-Democrat.

PASSING OF THE FRENCH.

With every year the unemotional logic of statistical figures seems to show that the French race is really passing—slowly, to be sure, but none the less actually. The population of France, whose 30,000,000 formed the most numerous national monolingual group in Europe at the opening of the last century, has increased only 26 per cent during the past hundred years, as against England's 350 per cent, and America's 1600 per cent.

The total population of France is now 38,350,788. The female sex exceeds the male in number, the figures being, respectively, 19,533,899 and 18,816,889. On the other hand, an excess in the number of the unmarried is shown on the masculine side, the respective figures being 9,917,178 and 9,114,356. There are 2,384,987 widows and divorced women, as against 1,005,884, widowers and divorced men.

The number of French families, according to Harper's Weekly, is 9,781,117, of which 1,314,773 are without children; 2,249,337 have but one child; 2,018,665 have two; 1,246,264 have three; 748,841 have four; 429,799 have five; 248,159 have six; 138,769 have seven; 71,841 have eight, and 33,917 have nine children. These figures continue to represent, in a rapidly decreasing proportion, the number of families having a large number of children.

Porto Alegre, Brazil, has now determined to build a municipal theater at a cost of about \$100,000 gold.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)

WORKMEN'S COMPENSATION ACT.

Compensation is payable only where the accident which caused injury to a workman was an accident arising out of and in the course of the employment. The term "workman" does not include any person employed otherwise than by way of manual labor whose remuneration exceeds £250 a year.

The captain of a ship was paid £216 a year, and was provided while on board the ship with food, and also had a small allowance made to him for washing. He was on board during the greater part of the year. While his ship was in dock at Antwerp some of the crew deserted. In order to report this matter to the British Consul, the captain left the ship and went into the town, arriving at the Consulate just as it was closed for the midday meal time, according to the custom of most offices in Antwerp. The captain then, in trying to jump on to a tram car while in motion, fell and was killed some twenty yards from the door of the Consulate. The tram car was going in the direction of the center of the town, but it was unknown what the captain's object was in traveling by it, or where he intended to go. It was supposed, however, that his intention was to return to the Consulate later, and to spend the intervening time in going into the town, and getting his own midday meal. The captain's dependents made a claim for compensation, and obtained an award in their favor from the county court judge, who decided that the deceased had been killed by an accident arising out of and in the course of his employment, and that he was a workman within the meaning of the act. He decided that the deceased was a workman on the ground that his total remuneration did not exceed £250 a year, as he did not save enough money by his allowance for food and washing to bring his pay of £216 up to that sum. The shipowners appealed. The Court of Appeal held that the County Court judge had applied the wrong test in determining the value of the deceased's allowances; that the true test was, not what the deceased could himself have provided his board for, but what was the actual value to him of the board allowance provided for him by his employers. The court therefore remitted the case to the County Court judge to ascertain this value, and whether when added to £216 cash the remuneration exceeded £250 a year. Then, if it was found that the deceased was a workman, the case must come back for argument on the other point as to whether there was evidence that the accident had arisen out of and in course of the employment.—Dothie vs. McAndrew & Co., Court of Appeal, February 11 and 12, 1908.

President Roosevelt has issued an order creating a commission to examine the laws of the United States for the better security of the lives of passengers and crews on board vessels of the United States with a view to their revision. Captain Adolph Marix, of the Navy, is appointed chairman of the commission, which will recommend to the President such changes in the present law as seem desirable.

A CASE OF CRIMPING.

H. R. Johansen and E. Kuhl were arrested and taken from the steamship Times at Mobile, Ala., recently on a charge of deserting their ship. The arrest was made after a lively chase had been had, a tug boat containing the chief engineer of the British steamship Kassala, the four government officials and Charles H. Sheraton, agent of the Atlantic Seamen's Union, and P. Jansen, agent for the Coast Marine Firemen's Union, following the Times and coming up with her two miles below the Mobile, Jackson and Kansas City docks.

Captain Morgan, of the Kassala, swore out the warrants. It is claimed that at least three men were "crimped" from the Kassala at night and placed aboard the Times by a tugboat in broad daylight. There were a hundred seamen on the wharf when the Times departed and some looked for a rough time but Mr. Sheraton and Mr. Jansen counseled the men to take no hand in the affair and the boat was allowed to depart. As soon as the Government officials arrived with the proper papers the chase commenced. Mr. Sheraton said of the affair:

"It is a plain case of 'crimping,' and as soon as the proper evidence is obtained, and it will be gotten, I will proceed against the 'crimp.' The 'crimp' went alongside of the Kassala after night and took these men off and yesterday they were put aboard the Times in the stream."

The two men arrested were landed in jail as soon as they were taken ashore. Mr. Sheraton says that action will be taken against the master of the Times as soon as she lands in Mobile on her return trip.

During the month of June the members of the Atlantic Coast Seamen's Union will ballot for officers for the ensuing six months, also for delegates to the Thirteenth Annual Convention of the International Seamen's Union of America. It behooves the members to be careful in making up their ballots, for the selection of officers from the very best men available spells success for the organization. Much depends upon the judgment and advice of officers in the administration of the affairs of the organization, because the members themselves being at sea a large part of the time are not as well able to keep in touch with the questions before us as the officer who remains on shore. In selecting delegates to the convention, it is important to select men who are best able to represent the organization and accomplish the best results. Delegates should be chosen not simply because they are "good fellows," but because of their ability.

Carl Force, an old member of the Marine Firemen's Union, has just returned to the Atlantic Coast after four years at Fort Stanton, N. M. He reports most of the "boys" out there doing well, and enjoying themselves. He says he was the only member of the Firemen's Union there, and intends returning later, as the fogs of New England are not as pleasant as the dry atmosphere of New Mexico.

REPUBLICAN PROGRAMME.

The political programme of those who control the House of Representatives is as follows:

1. Preserve the tariff and waste the forests.
2. Fool labor and belabor the fools.
3. Salaam to the Boss and slam the bossed.
4. Pass laws to protect the widow and the orphan; and multiply armaments to increase them.
5. Shout for the people; but legislate for the trusts.
6. Coddle demagoguery; tax industry.
7. Pat the leaders on the back, punch the led in the ribs—when dealing with union labor.
8. Government of the people, for the people, by the people, is a political platitude, very much frayed at the edges by those who are afraid of the people.
9. The people are the taxpayers; The People are Joe Cannon, and his back-room cabinet.
10. When the people are roused, talk to them; when they are normal, talk to them again; when they are sleeping, talk to them once more. The people like talk; it fills their ears and their papers; and statesmen believe it fills their stomachs.—Jos. Smith in Boston Traveller.

BOUND BY RULES.

Judge Walker, of Chicago, last week gave a decision, based on the lines of previous ones, notably that of Ex-Justice Alton B. Parker, of New York, declaring that men who belonged to a labor organization were bound by its rules and by-laws, and had no right to try and disrupt a union because they were dissatisfied with the action of its officials. In refusing several dissatisfied men of the streetcar men's union an injunction to prevent the union insisting upon their discharge because they refused to pay their dues, Judge Walker said:

"If the injunction sought properly could issue in this case and be sustained, the logical consequence would not be far to see. Any two or three men of any union, whether having joined the union in good faith or not, and whether having resigned from good or bad motives, could immediately obtain an injunction to enjoin the rest of the union from quitting work."—Boston Sunday Globe.

A meeting of the representatives of organized labor of the State of Louisiana was called in Baton Rouge on May 11. The Atlantic Coast Seamen's Union was represented by Comrade Geo. C. Bodine, New Orleans Agent. The convention refused to apply to the American Federation of Labor for a charter or to become a part of that great body of labor. Thereupon Comrade Bodine promptly withdrew the Atlantic Coast Seamen's Union from all further affiliation with the State body. Some of the people of that State are still voting for Andrew Jackson for President.

Demand the union label on all products.

Labor News.

Joseph J. O'Neill, editor of the San Francisco Labor Clarion and a prominent member of the Typographical Union, died on June 3, after a short illness.

With the resumption of mines, furnaces and other industries at Birmingham, Ala., last week 8000 men who have been idle for several months returned to work.

Acting presumably upon the advice of Secretary Edward A. Moseley, the Interstate Commerce Commission has issued a rule to the effect that none but union men shall receive appointments as inspectors under the Safety-Appliance Act.

In a decision handed down by the Supreme Court of Errors of Connecticut, on June 2, a new trial was granted in the case of the State against Frank McGee, the organizer for the Iron Molders' Union, who was found guilty of charges of intimidation.

President Underwood, of the Erie Railroad, has issued instructions that all the road's locomotive and car shops be placed on a ten-hour-day basis. It is the intention of the company to immediately begin repairing all equipment which has been idle by reason of lack of business.

The election for officers of the International Typographical Union resulted in the choice of James M. Lynch, J. W. Hays and J. W. Bramwood as President, First Vice-President and Secretary-Treasurer, respectively. Miss Anna C. Wilson was elected a trustee of the Union Printers' Home.

An order was recently put into effect by the Santa Fe Railroad suspending work of all but apprentices in several departments of the Topeka shops. About 1000 men are said to be thrown out of employment. Thirty-two men in the blacksmith shop have been laid off till June 17. A similar order was issued at the Newton shops.

The agreement between the miners and operators of Kansas City, Mo., Oklahoma and Arkansas coal fields was signed at Kansas City on May 24. The scale is for two years, and the terms are practically the same as existed last year. Under the terms of the contract the average wage of a miner will be \$4.29 per day.

Dispatches from Aberdeen, Wash., say the several shipyards of Grays Harbor have declared for the "Open Shop" and all of the union ship carpenters are out. The S. W. Johnson Transfer Company, one of the largest concerns of its kind on Gray's Harbor, also decided to run an "Open Shop" from now on and trouble is expected to follow.

Judge Carpenter of Chicago, Ill., on May 29 ordered three members of the local division of Carpenters and Joiners of America sent to jail for thirty days for violation of a boycott injunction issued by the court. The men are: John J. Brittain, who is also treasurer of the Chicago Federation of Labor; Charles Grasselli and George H. Lakey.

President Goltra, of the National Association of Postoffice Clerks, has announced that the fines of all the clerks for the last six years for breaches of discipline would be remitted. These fines are levied for mistakes and other offenses, and by a decision of the Court of Claims the fines were declared illegal. It was said that \$1,000,000 would be remitted to the clerks of the country.

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Colombay, Louis	Nilsen, Nils A. -614
Cooley, J. H. B.-	Nilsson, Louis
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Courtney, Ed	Norholm, Ben
Curtis, R. H.	Nordin, M.
Dahlberg, J. B.	Norkamp, Richard
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Erickson, Auel	Petersen, Sofus R.
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Foldat, John	Petersen, Niclaus
Fredriksen, H. G.-	Petersen, Alfred
529	Pettersen, H. E.-
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Geiger, Joseph	Petterson, W.-1284
Grantley, W. G.	Peters, C.
(Package)	Phlipk, J.
Gundersen, Andreas	Polvik, John A.
Gustafson, A. K.-600	Rasmussen, -497
Guthree, Raymond	Rau, R. K.
Haalenritter, Karl	Raymonds, Mi.
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Haldersen, H.	letter
Hammur, C. J.	Rosenblad, Auel
Hansen, J. P.	Rosler, Albert -788
Hansberg, J. B.	Rohsham, Jens W.
Hansen, Theodor	Roslin, Jack
Hansen, -1073	Ruckle, E.
Hansen, Thron.	Rytka, M. O.-1716
Hansen, Alfred-1732	Samuelson, W. L.
Hansen, Haakon	Sandstrom, O. H.
Hansen, Laurits A.	Seblin, Christian
Hanson, Frank	Sellin, Gustav F.
Haydn, A. E.	Schmidt, Alfred
Hemering, Ernest F.	Schramm, Arthur
Hilisen, Halvor	Schutz, Fritz
Holman, George M.	Schwartz, F.-1259
Ingehltsen, O. -904	Slehter, John
Ingebreetsen, D. B.	(Package)
Ipsen, Edward S.	Skand, C. Johansen
Jacobsen, J.-541	Sonne, Rudolf
Jamiesen, J.	Sorensen, C.-1664
Janson, F.-1911	Sorensen, J. T. G.-
Jensen, Karl	1607
Jensen, Jens -1801	Southerland, Anton
Jensen, J. H. -1311	Steele, Henry D.
Jensen, J. M.	Steen, Ed.
Jensen, Ingvald M.	Sundberg, K. J. -1311
Johansen, Carl -1593	Sundell, J.
Johansen, Johan	Svedstruge, E.
Johannsen, Chris-	Swanson, G.
tian	Tehini, Simon
Johansen, Hans	Tergland, K.
Johansson, Johan 880	Thoren, Gust.
John, Robert	Thornstrom, Arthur
Johnsen, Carl-1345	Thuresson, Theodor
Johnsen, Fred	Tonnesen, Peter
Johnson, HJ.	Torkelson, August
Johnson, John-18	Torres, Vincente L.
Johnson, A.-1451	Triano, W.
Johnson, John	Tryland, C. J.
(Package)	Tuominen, Alfred
Johannesen, -1557	Uggia, Fred
(Photo)	Ulke, E.
Johansen, Gunder	Whittol, J. N. P.
E. -1593	Woker, H.
Johansson, E.	Young, Charles
Jonassen, Rikart	
Jones, Morris	

INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

Captain Thomas Niel, for ten years a Columbia River bar pilot, died at Astoria, Or., on June 1. Deceased was a native of Boston, aged 52 years.

Four men were killed and ten seriously injured by an explosion in the fireroom of the United States cruiser Tennessee while undergoing a speed test off Point Hueneme, Cal., on June 5.

The following vessels were enrolled at the San Francisco Custom-house on May 5: Steamer Sibyl Marston, C. Shellenisky, master; bark Olympic, T. H. Evans, master.

Under suspension of the rules, the House of Representatives on May 30 passed the bill authorizing certain life-saving apparatus to be created on the Farallon Islands, off the Golden Gate.

At the request of the citizens of Humboldt, Cal., the Navy Department has given orders for a visit to Humboldt Bay from July 2 to 6 of the torpedo-boat Davis, Goldsborough and Rowan.

The following changes of masters were recorded at the San Francisco Custom-house on June 2: Steamer Seawitch, Otto W. Olsson vice John Richardson; steamer Phoenix, Charles Matson vice H. G. Hansen.

A telegram received at San Francisco on June 3 from San Diego conveyed the information that the barkentine Wrestler, bound from Albion for Guaymas, had put into the southern port in a leaking condition.

The following changes of masters were recorded at the San Francisco Custom-house on June 1: Steamer Dauntless, John G. Trapp, vice M. R. J. Downey; schooner Santiago, H. Engalls, vice W. Z. Haskins.

The schooner Ensign arrived at San Pedro on June 5 after a fast passage occupying only five and a half days from Willapa Harbor, Or. For the greater part of the voyage the Ensign had a northwest gale behind her.

The regular steamer lines out of Seattle, Wash., have boosted the wheat rate again to \$2.25 for San Francisco, the steam-schooner competition having been beaten off. The cut has been in operation for several weeks during the big demand from California for wheat.

The bark Willscott is the latest to be utilized as a coal hulk at San Francisco. The Willscott arrived May 23 from Newcastle, Aus., with 3,256 tons of coal, and it has been found impossible to unload the vessel owing to lack of accommodation for receiving her cargo.

A special to the Seattle (Wash.) Post-Intelligencer from Nome, says that the steamer Corwin, from Seattle for the ninth consecutive year has been the first vessel to reach Nome. The Corwin arrived at the mining city on June 3, making the trip from Seattle in twenty-three days eighteen hours.

News has been received at San Francisco that the overdue British bark, Dumfriesshire, was spoken on March 12 off Cape Horn. The Dumfriesshire has been out 167 days on the passage from Seattle to Queenstown and had been quoted at 8 per cent for reinsurance. Her name now disappears from the list.

The climax in the flour rate war between the tramp steamships and the regular transpacific liners came on June 2, when the steamer Sheila was dispatched from Seattle, Wash., by Jebsen & Ostrander with 235,000 sacks of flour from Portland, Tacoma and Seattle to Hakodate and Hongkong, carried at a rate of \$1 a ton.

That the Ocean Mail Subsidy bill, which passed the Senate on March 20 without a division, and later was sustained by the Senate in the Post-office Appropriation bill by a vote of forty-six to twelve, is not killed by the action of the House of Representatives in failing to accept it on a narrow vote of 145 to 153, is the firm conviction of the friends of the measure. They believe that next December it will win by a decisive majority.

Word was received at San Francisco on June 5 that the ship Fulwood had been added to the list of overdue vessels. The Fulwood, which is bound from Port Talbot for Iquique has been out 124 days, and has been quoted for reinsurance at 10 per cent. The rate for reinsurance on the overdue bark Surcouf has been raised from fifty to sixty per cent. The Sureouf left Caleta Colosa for Hamburg 168 days ago, since when nothing has been heard of her.

The Pacific Coast Company's steamer City of Puebla, with 300 passengers aboard, sailed from San Francisco on June 2 for Puget Sound. Edward Seeley went out as purser in place of William Duff, who has been appointed purser of the steamer President. Freight Clerk Robert A. Smith, formerly of the President, with Edward Craigh as assistant, took the place of Earl Hamilton, who has been assigned to the steamer Umattilla in the Nome trade.

Captain John Schage, master of the steamer Saratoga, which was wrecked on Busby Reef early last March, has had his certificate suspended for three months by the United States inspectors at Seattle, Wash. He had left the employ of the Alaska Steamship Company and was to have taken out the steamer Falcon, just completed at Moran's yards for the Norton Sound trade. "Careless seamanship" is the verdict of the in-

spectors, who claimed that the Saratoga was kept too close to the shore, considering the weather.

Following is the reinsurance list, as published at San Francisco on June 5: British ship Falklandbank, 211 days from Port Talbot for Valparaiso, 90 per cent; American ship Bangalore, 227 days from Norfolk for Honolulu, 90 per cent; bark Surcouf, 104 days from Caleta Colosa for Hamburg, 60 per cent; ship Cressington, 167 days from Barry for Callao, 20 per cent; bark H. Hackfeld, 160 days from Vancouver, B. C., for Queens-town, 8 per cent; bark Ester, 183 days from Amsterdam for Macassar, 15 per cent; ship Falwood, 120 days from Port Talbot for Iquique, 10 per cent.

The British gunboat Shearwater, Captain Crawford, arrived at San Diego, Cal., on May 27 from the South, having been on a long and fruitless search for the big British collier Silberhorn, which is now supposed to have been lost with all on board in the South Pacific Ocean somewhere near Juan Fernandez Island (Croscoe's Island), off the coast of Northern Chile. The Silberhorn was loaded with coal, which she took on at Cardiff and which she was to discharge at Guayaquil. She was reported several weeks ago as having been sighted near Fernandez Island, on fire, and the gunboat went out from Valparaiso on her way north with orders to look for the collier.

Judge De Haven in the United States District Court at San Francisco on May 26 handed down a decree dismissing the libel of Frank Miller and George Johnson against George Plummer & Company, owners of the whalers Charles Hansen and Olga, and awarding Alfred Carlson a reasonable compensation for his services in the Arctic, with costs. Suit had been brought to recover \$8008 by each of the libelants on account of alleged privations and hardships which they claimed the owners of whalers were responsible for. The court found that though the men had been on short rations there had been no suffering, and the reason that Carlson was shown favor was that he was a minor and his appearance plainly indicated it.

Unusually heavy speculation has been indulged in over the overdue American ship Bangalore during the past week. The Bangalore is quoted at 90 per cent for reinsurance, having now been out 231 days from Norfolk, Va., bound for Honolulu. Under ordinary circumstances the Bangalore should months ago have reached the Island port, but speculation has been engendered mainly on account of the supposition that the course of the vessel has been altered. Captain Cully of the Bangalore has the reputation of being a slow and careful skipper and it is thought by a number of those who have played the Bangalore heavily that instead of taking the direct course he has altered his track and proceeded around the Cape of Good Hope and Australia to the Islands. If such should be the case the deliberate Captain should now be approaching his destination and it should not be long before it is found out whether or not the theory of the bold speculators is founded on a solid basis.

Inquiries are being made by the Hydrographic Office at Washington, D. C., with regard to the wreck of the British steamer Montserat about twelve years ago. A paper found by Frederick Butterfield in a bottle completely covered with barnacles lying in a cove two miles north of Yaquina Head (Or.) light was recently forwarded to the Hydrographic Office. The paper was signed by Captain Blackburn and contained a statement that the Montserat went down November 6, 1896, at 4:30 o'clock in the afternoon. Butterfield found the bottle and paper while on the way to his ranch on Siletz. He turned the paper over to the keeper of the Yaquina Bay life-saving station, Newport, Or., requesting to know whether the message was true or false. The branch hydrographic office at San Francisco has been requested to ascertain what information is available and to inform Butterfield. It is thought by shipping men that the message picked up is genuine as the steamers Montserat and Keewenaw and the ship Ivanhoe disappeared nearly twelve years ago on a passage between Puget Sound and San Francisco and were never heard from.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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AMERICAN FEDERATION OF LABOR.

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Sub-Agency.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
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Established in 1887

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 10, 1908.

DEATH OF J. J. O'NEILL.

Joseph J. O'Neill, editor of the San Francisco Labor Clarion, died at his home in that city on June 3, after an illness of several weeks. Editor O'Neill's death will be regretted by thousands of trade-unionists in California and throughout the country. The JOURNAL feels a sense of personal loss in the demise of a brother journalist with whom it has long maintained the most cordial relations of fellowship and co-operation.

Brother O'Neill was a native of California, aged 43 years. Entering the printer's trade as an apprentice, he followed that craft during his whole life, with intervals spent in the conduct of various publications. Shortly after the establishment of the Labor Clarion, in 1902, O'Neill was appointed editor of that paper, in which capacity he continued to serve even after stricken by fatal illness. The success of the Labor Clarion as one of the leading labor papers of the country is due mainly to O'Neill's ability and good judgment.

Ever industrious and to the fore in the activities of the local and State labor movement, Brother O'Neill's chief claim upon the grateful remembrance of his associates lies in his work as founder of the Labor Temple. When, in 1906, the labor organizations of San Francisco found themselves suddenly bereft of house and home, as a result of the great fire, O'Neill entered all his energies upon the task of securing a permanent headquarters for the unions, so that the scattered fragments of the labor movement might again dwell under one roof. As chairman of the committee appointed to carry out this work, and later as chairman of the Labor Council Hall Association, O'Neill worked indefatigably for the success of that enterprise. The Labor Temple, although since eclipsed by other buildings, stands to-day as an eloquent tribute to the courage, energy and enterprise of its chief founder, and one which, when regarded in connection with the conditions existing in San Francisco at the time of its erection, may well constitute a monument to his character as an indomitable worker in labor's cause.

In all the activities of a varied and useful career, as printer, editor, public official and

all-round "soldier of the common good," Brother O'Neill endeared himself to his friends and associates by his industry, devotion, and, perhaps more than by any other characteristic, by a rare quality of mind, the clear, dispassionate and practical reasoning of which exercised a powerful influence for good in all the counsels of the labor movement.

The San Francisco Labor Council, at its regular meeting on June 5, adopted a set of resolutions, introduced by the delegates from Typographical Union, No. 21, as follows:

Inasmuch as the labor movement has lost an earnest worker in the death of Joseph J. O'Neill, on June 3, 1908, and his life-work has been closely associated with the history of the San Francisco Labor Council during recent years, it is fitting that his associates should pay tribute to his services to the cause of trade-unionism.

Born in Benicia, California, forty-three years ago, Mr. O'Neill joined San Francisco Typographical Union, No. 21, over twenty years ago. After following the printer's vocation in Eastern cities, he returned to the State of his birth, and soon became a factor in upholding the aims and principles of unionism as editor of the Labor Clarion. His work in that connection is well known.

Mr. O'Neill has represented this body in the Minneapolis convention of the American Federation of Labor, and his Union in the Washington convention of the International Typographical Union. His work on important committees has shown an ability to grasp the essentials we believe in, and to help guide the destinies of the movement with a conservative and intelligent hand.

After the disaster of two years ago, Mr. O'Neill worked ceaselessly to re-establish the official paper of this Council. He succeeded. Realizing the importance of centralizing the scattered unions after the ashes of the conflagration had grown cold, he was mainly instrumental in erecting the Labor Temple of the present day and organizing a plan whereby funds for a permanent structure could be accumulated. Therefore, in view of his record and efforts, be it

Resolved, By the San Francisco Labor Council in regular session assembled this fifth day of June, 1908, that the death of J. J. O'Neill in the prime of manhood is deeply regretted, and the delegates pay earnest tribute to his efforts to further the interests of his fellowmen, particularly of those associated with him in the trade-union movement; be it further

Resolved, That we believe the Labor Clarion and the Labor Temple are fitting memorials of his life-work, and monuments to his ability; be it further

Resolved, That we tender the bereaved wife and relatives our heartfelt condolence, and trust that the sustaining power of Almighty God may be theirs, that they be given a copy of these resolutions, under the seal of the Council, and that these resolutions be printed in the Labor Clarion and furnished the press.

The funeral of Brother O'Neill was largely attended by members of the labor organizations, relatives, friends and citizens. A eulogy was delivered by George A. Tracy, President of Typographical Union, No. 21, and President of the California State Federation of Labor. Memorial addresses were delivered by Dr. Smith and Walter MacArthur. The pallbearers were George A. Tracy, J. W. Sweney, Michael Casey, John Kean, Richard Cornelius and Walter MacArthur. Headed by a band under the leadership of C. Schuppert, the cortege marched to Mount Olivet Cemetery, where the interment took place. The JOURNAL extends heartfelt condolences to the bereaved mother, wife and sisters. Although departed from the scene of his labors, the work performed by Brother "Joe" O'Neill will live long in the memory of his friends and co-workers.

The Retail Clerks of San Francisco have recently decided to continue the agitation for the early-closing movement. Those who believe that the clerks are entitled to share the benefits of the shorter workday will show their good faith by doing their shopping before 6 p. m. on week days and before 10 p. m. on Saturdays and the evenings preceding holidays. Don't do any shopping on Sundays.

Demand the union label on all products.

PRO-INJUNCTION MEMORIAL.

According to a press dispatch from New York, dated June 7, an organized attempt is being made to secure the insertion in the Republican National platform of a declaration in support of "Government by Injunction." The item runs as follows:

"A large number of representative public men have united in a memorial to be presented to the New York members of the committee on resolutions of the Republican National convention, and to the chairman of the resolutions committee, asking for a strong plank affirming confidence in the Judiciary of the country as a bulwark for the maintenance of the American system of government." The memorial is signed by four former Cabinet officers: Cornelius N. Bliss, Thomas L. James, Benjamin F. Tracy, John W. Griggs, and by Judge Charles Andrews, former Chief Judge of the Court of Appeals; Dr. Nicholas Murray Butler of Columbia University; Judge William J. Wallace, formerly United States Circuit Judge; President James M. Taylor of Vassar, Barton Hepburn, D. O. Mills, Joseph H. Choate and others.

Logically enough, most of these names are suggestive of interests notoriously at outs with the common welfare of the country. Equally significant is the language of the proposed plank. A direct indorsement of the injunction system would be immediately fatal to the purpose in view; therefore the distinguished memorialists disguise their real meaning as much as possible. Following is the memorial itself:

The undersigned Republicans, having in mind the attack upon the courts made by the platform and the candidate of the Democratic party in 1896, and having reason to believe that a similar attack is contemplated in the Presidential campaign of 1908, do earnestly request the committee on resolutions to include in its report to the Republican National convention the following declaration:

"We affirm our confidence in the integrity and justice of the courts, State and National, and we insist that the preservation of their independence and full legislative prerogatives is essential to the maintenance of the American system of government."

If anything be wanting to prove the real purpose of the proposed plank, the reference to the preservation of the "full legislative prerogatives" of the courts supplies the necessary information. It is coolly proposed that the platform of a great political party shall propound an entirely new doctrine respecting the powers and jurisdiction of the courts, overriding the limitations placed upon the Judiciary and upsetting the balance established between that and other branches of the Government. The proposal to vest any "legislative prerogative" in the courts is a proposal to destroy the American system of government. To say that such a proposal is "essential to the maintenance of the American system of government" is to confess either ignorance of that system or contempt for public intelligence.

Fortunately, or unfortunately, as the case may be, there is little prospect that the suggestion of the memorialists will be adopted by the Republican National convention. Press dispatches from other sources indicate an intention upon the part of that body to flirt more or less openly with the subject of Anti-Injunction legislation. So far as may be gathered from the published outline of the Republican platform, that document will voice the "Roosevelt policy" on the point; that is, it will promise legislation prohibiting the issuance of injunctions in labor disputes, except upon "due notice" to the party about to be enjoined, and providing for a change of venue in cases of contempt, etc. As between the

policy of the New York memorialists and that of President Roosevelt there is nothing to choose. Both are equally objectionable in that they seek to justify a system of court procedure which is directly contrary to Constitutional authority. Organized labor, so far from attacking the Judiciary, would strengthen its authority and conserve its influence by legislation which shall check the obvious tendency of the courts to usurp the functions vested by the Constitution in the co-ordinate branches of the Government. Only by this means may the "American system of government" be maintained. Any profession of that object which ignores the fundamental characteristic of the American system of government can only be attributed to ignorance, insincerity or irony.

The JOURNAL is in receipt of the first number of the Master, Mate and Pilot, a monthly publication issued by the American Association of Masters, Mates and Pilots. Our new contemporary is handsomely printed and well illustrated. As the official paper of the Association, the Master, Mate and Pilot will prove an invaluable means of communication between the members of the Association and between the Association and the public. The JOURNAL welcomes this latest addition to marine journalism and wishes it a long, useful and prosperous life.

Reports made public by the labor organizations of San Francisco indicate a general disposition to respond promptly and liberally to the appeal of the American Federation of Labor for funds to carry on the campaign of education regarding the attitude of Congress on the labor bills. Every trade-unionist in the country should do his and her share in this particular by forwarding individual subscriptions, be the sum ever so small. Address Frank Morrison, Secretary American Federation of Labor, 423-425 G street, N. W., Washington, D. C.

DANGEROUS CRITICISM.

(Continued from Page 1.)

out of their present open and public form of organization and leave them no resource except secret and oath-bound societies. We felt it our duty to call attention to the fact that the workers will not give up their right to organize, and, if forced to secret organization, it would probably be much less satisfactory in its results than the present open and public form of trade-unions.

In making this statement we were performing a plain duty and a public service by warning our legislators of the evils to follow their neglect to legislate promptly and effectively in order to protect the workers in their right of open association in unions. Yet what is the attitude of the press on this point. Editorial columns simply teem with insulting and misleading references to "Gompers' Threat."

We have, however, repeated the warning both editorially and on the public platform at every opportunity. If the press of the country creates further prejudice by its deliberate misrepresentation of our actions and motives, then upon the press be the responsibility for what may happen in the future.

The comment of the newspapers upon the Supreme Court decision in the Hatters' case is very curious. So far as labor is concerned, the country is assured that the decision is not far-reaching in any sense—that it applies only to the boycott—then usually follows a vicious attack on the boycott in the attempt to justify the Supreme Court in its decision. No quotation of the actual language of the decision, no discussion of the fundamental principles involved.

We have pointed out editorially how far-reaching is this decision, and our position has not been controverted. It takes away rights more sacred and fundamental than that of bestowing our patronage where we choose—though we do not concede the right of the court to deprive us of that—but the whole idea of the daily press is to lull the people into a false sense of security, while labor is being robbed of its inalienable rights.

As we have said elsewhere, it is the policy to make extra attempts to reassure and flatter one

portion of the people while another is being robbed, but eventually if the process goes on long enough, every portion of the people will be deprived of their natural and inherent rights. The press of the country is ably and subtly aiding in this process. It seems chagrined when we understand the device and expose it.

Then there are columns of sneering criticism of labor because it exercises its right of petition and deluges Congress with resolutions and letters asking for certain legislation. It what other way, pray, should we let Congress know of the will of the people?

Again there is real consternation that labor proposes to hold Congress responsible in event of failure to legislate along certain very reasonable and well-defined lines.

What power should the workers exert if not their political power? The ballot is conceded to be the greatest safeguard of free institutions. Over and over again have we been adjured to use it and not to resort to the strike or even to the peaceful wage agreement—and the exhortation has come from the same sources which now deride us for political activity.

Labor is not deceived by such attacks, it understands all the various phases with which hypocrisy and bitter opposition may mask a real destructive intent. Personal vilification of the President of the American Federation of Labor or its officers only cements more strongly the bonds of trust and loyalty and affection with which the workers regard their chosen representatives. Our fellow-workers appreciate the sacrifices and the efforts of their officers. They strengthen our hands at every turn and urge us to still greater plainness of speech in defining the present important issues.

The greatest harm done by the criticism and deliberate misrepresentation indulged in by the daily press is to the people who are only lately beginning to think upon industrial questions. To such we feel it our duty to warn them to study and inform themselves from other sources than the daily press as to the real attitude of labor and its representatives. It does not require either great experience in worldly matters or very broad knowledge of human nature to detect the base motives and shallow sophistries which characterize the utterances of the daily press where labor is concerned.

Not only to the press of this character, but to its masters—to those who control its policy—we would direct a word of warning. It is dangerous to ridicule and deride the honest, peaceful and lawful efforts of the workers to protect their rights and obtain redress for their wrongs. Being human, the workers have many human emotions, many primitive passions, many powers as yet but little exercised. Deliberately convince the masses of the workers that they have no chance of redress or protection either from Congress or the courts, and you invite a disregard for law and dislike for peaceful measures which may be most disastrous in its consequences to the country.

We would remind the daily press that its true function of disseminating information, when honestly performed, is a most important one. For the good of the whole country it can not afford to mislead the unthinking public and ridicule the workers and misrepresent the facts at issue.

Despite misrepresentation and abuse, the workers will not cease their efforts to safeguard their own rights and those of the whole people.

Word was received at San Francisco on June 1 that the new Japanese triple screw turbine steamer Tenyo Maru had started on her maiden voyage from Hongkong for San Francisco. The Tenyo Maru left on schedule time and is coming by the usual route via Japanese ports and Honolulu. She is expected to reach San Francisco on June 28. As previously stated, the Tenyo Maru, along with the Chivo Maru and another larger steamer building at Kobe, which is as yet unnamed, are sister steamers and are fitted with almost every improvement which could be devised by her builders, who, at the instance of the Toyo Kisen Kaisha, searched the globe for the most modern ideas in order to embody them in the construction of the new ocean flyers. On her trial trip the Tenyo Maru attained a speed of twenty-one knots an hour, and it is thought that she will be the fastest vessel yet built for the Pacific trade. She has accommodation for 800 passengers, and will be capable of carrying almost as much cargo as the big liner Manchuria.

The attempts to float the derelict steam-schooner Minnie E. Kelton at Astoria by pumping her out and trying to drag her off the sands have proved unsuccessful, and now Captain Genereaux, wrecker for the underwriters, will place steel wires under the vessel, attached to large barges moored alongside. With this method it is expected she can be raised by the tides. At present she is in no immediate danger, but is gradually sinking in the sands.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 2, 1908.
Shipping fairly good.
WM. H. FRAZIER, Secretary.
1½ Lewis St.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 8, 1908.
Regular weekly meeting was called to order at 7:30 p. m., J. P. Rasmussen presiding. Secretary reported shipping dull. Balloting for officers was proceeded with.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, June 1, 1908.

No meeting; no quorum. Shipping fair; quite a few men ashore.

A. E. SIMMONS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, June 1, 1908.

Shipping still very dull; prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, June 1, 1908.

Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, June 1, 1908.

No meeting; no quorum; shipping and prospects very poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 1, 1908.

Shipping dull; prospects uncertain.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, June 1, 1908.

Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, May 31, 1908.

No meeting; no quorum. Shipping good; prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 1, 1908.

Shipping dull; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, May 25, 1908.

No meeting; no quorum. Shipping poor; prospects uncertain.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 4, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping medium.

EUGENE STEIDLE, Secretary.

51 Steuart St. Phone Kearny 5955.

Seattle Agency, May 28, 1908.

Shipping fair, plenty of men ashore to man the Nome vessels.

LEONARD NORKGAUER, Agent.
Colman Dock. P. O. Box 1335. Phone, Sun Main 2233.

San Pedro Agency, June 3, 1908.

No meeting; shipping fair.
CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 1, 1908.

Situation unchanged; shipping slack.
V. A. OLANDER, Secretary pro tem.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 1, 1908.
Shipping dull.

J. M. SECORD, Secretary.

DIED.

Wilhelm Svensson, No. 777, a native of Sweden, aged 48, died at Port Townsend, Wash., on June 1, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



DULUTH-SUPERIOR SHIPPING.

Duluth-Superior harbor has a larger traffic than any other port in America, according to figures that are being compiled by H. V. Eva, Secretary of the Duluth Commercial Club. After years of confident expectations the city has at last attained the coveted position of the chief shipping center in the Western Hemisphere.

Exact statistics can not be given, but the margin which gives that harbor its superiority over all other harbors in America is a comfortable one. The basis of the compilation of statistics is the shipping record in 1907.

New York, which has been Duluth-Superior's only rival during the past few years, has at last been surpassed, and her tonnage record falls short about 400,000 tons. Chicago's tonnage is considerable less than half that of Duluth.

There is but one qualification to Duluth's championship. That is the fact that there is considerable coastwise trading at the New York harbor which is not credited to that port by the Government. This fact, however, is more than counterbalanced by the fact that the Duluth harbor is open eight months in the year, while that of New York is open all the year round.

Not satisfied with the honor of leading American ports, Secretary Eva is carrying his compilation still further, and expects to get official figures from the London and Liverpool harbors, which will show that Duluth-Superior is the greatest shipping port in the world. Mr. Eva has not the figures totaled and compared, but is near enough through to give out the above facts.

NAOMI CLAIMS SETTLED.

On the first anniversary of the disastrous mishap to the Crosby line steamer Naomi, which was burned to the water's edge, resulting in the death of one passenger and three members of the crew, ten of the claimants residing in Grand Rapids, Mich., who were represented by Attorney T. P. Bradfield, received payment of their claims.

All the claims of passengers who lost their clothes, trunks and personal belongings, have been settled on a compromise basis to save litigation by the claimants. Settlements have also been made with the families of all but one of those who lost their lives in the conflagration. Suit is now pending in this case. The only other case relating to the affair now pending is a salvage claim for \$20,000. All claims have been heard by Judge Knappen. The Naomi was burned during the night of May 21, 1907, when en route from Grand Haven to Milwaukee. The passengers and crew, with the exception of four, were rescued by boats from other craft, which were attracted by the blaze, after terrible experiences.

J. Pierpont Morgan's old yacht Corsair, purchased by the Government before the Spanish-American war, and now the Scorpion, a 212-foot boat which can make twenty-one miles an hour, will be at the service of the Duluth Naval Reserve this summer.

TO REMOVE WRECK.

Proposals for the removal of the wreck of the steamer Sevona, sunk a mile and one-half northeast of the Sand Island light in the Apostle Islands two years ago last fall, are to be received by Major Graham D. Fitch of the United States corps of engineers at Duluth. Bids for the removal of the Nimick, which went down last fall about eleven miles west of Whitefish Point, have been asked for.

E. K. Coe, the junior engineer at Duluth, has just completed an examination of the wreck of the Sevona. He has placed a cedar spar buoy, eight inches in diameter, sixteen feet long and standing seven feet above the water to mark the wreck. It is about thirty feet from the boiler and carries a red and white flag. There are also two small fisherman's buoys near the wreck, one with a red flag and the other with a white flag. The stern of the wreck is in eighteen feet of water and the bow in twenty-two to twenty-three feet.

After an examination of the Nimick wreck, James A. Carpenter, keeper of the Vermilion life-saving station, reports that the engines are thrown over on their side and have fourteen feet of water over them. The boilers are close by under about fourteen feet of water. Her hull seems to be about all gone and none of her cargo is in sight. The engines are probably broken up as the moving ice through the winter would strike them.

The steamer Corsica, of the Pittsburg Steamship Company's fleet, arrived in Conneaut on June 1, with ore, making the third cargo for that port for the season, the Baker and the Black of the same fleet, having brought the other two. Conneaut, from her once proud position of the largest iron ore receiving port in the world, has declined to about the smallest. The trouble with the Hoisters and Engineers on the docks continues, and the docks are heavily policed. No one is allowed on the docks, and a seaman who shipped on Car Ferry No. 2 was not allowed to go to his boat, because he did not carry a pass from the Lake Carriers' Shipping Master. The ferry does not belong to that corporation, but it appears that the Lake Carriers' Association has been able to hire men who are willing and eager to exceed their instructions in making war on the unions.

The three vessels that remain in the Corrigan fleet are now controlled by the Australia Transist Company. They are the steel steamers Polynesia, Australia and Amazon. The Amazon and Polynesia were formerly barges, but last winter they were transformed into steamers. The other two boats of the old fleet were the wooden steamers Italia and Caledonia. The machinery was taken out of these and put into the Amazon and Polynesia, and the wooden ones were sold to Boland & Co., of Buffalo, and are now fitted out as steamers again.

The steamer Baker, of the Pittsburg Steamship Company, arrived at Conneaut on May 26th with the first cargo of ore.

THE LAKE SITUATION.

The Lake situation remains at this writing about the same as it has been for weeks. A few vessels are starting out from different ports, and their starting is always marked by a statement in the Plain Dealer, carefully setting forth the hard times story and retelling the people that no cargoes are in sight and that the vessels will have to lay up at the end of a trip. Taken as a whole, the Lake District of the International Seamen's Union is not faring so badly. There are thousands out of work, but the vessels which are in commission are carrying fully as large a quota of union men as they ever did. Of course, there are a few scabs, but there always are, and this season will give us a chance to find out the true union man—the man who will stick in case of trouble. I think most of us will be surprised to learn how many there really are, and what a pitiful few the bad ones make. We must keep at it, working hard. Each union man on board ship should see to it that a report of his vessel reaches his delegate or agent in each port. Don't wait for some one else to do it; do it yourself and always carry your book. If you can't get ashore, your partner can. Tell him how your book is, and ask him to report it.

W. H. JENKINS.

Conneaut, O.

STEAMER'S MAIDEN TRIP.

The steamer City of Detroit will make a special trip from Cleveland on July 8, the date on which the new steamer City of Cleveland will make her first run on the D. & C. route. The City of Detroit will leave Cleveland in the morning and Mayor Johnson, members of the Council and other city officials will make the trip. The steamer will reach Detroit early in the afternoon, when the colors for which the Council appropriated \$1,500 will be presented to the new steamer City of Cleveland. The presentation will be made by Mayor Johnson.

The City of Cleveland will give a matinee trip at Detroit from 2 to 5 o'clock, and she will sail for Cleveland at the regular time. The Mayor and the other city officials will return on the new boat. The City of Cleveland is the largest sidewheel steamer on the Lakes. She is 444 feet long and is 96½ feet beam. The east draw of the Main-avenue bridge had to be widened about five feet so the new boat could reach her dock at the foot of Superior avenue. The steamer City of Cleveland is 158 feet longer than the City of Detroit.

President Livingstone of the Lake Carriers announces that the acetylene gas lamps have been placed at the Lime Kiln Crossing at the north and south ends on the east side. They are red flashlights which are light two seconds and dark one second.

There is a letter at the Conneaut office of the Lake Seamen's Union for Jno. D. Tinsler. Anyone knowing his address kindly tell him to write to W. H. Jenkins, agent at Conneaut.

ORE SHIPMENTS TO DATE.

Ore shipments on June 1 will show a loss of about 6,000,000 tons compared with the same time last season. No ore was moved in April this year and shipments for May will not exceed 250,000 tons. Last year the Lake fleet carried 630,975 tons of ore in April and in May the mines sent forward 5,621,285 tons, making the movement up to June 1 6,252,260 tons.

Unless the ore trade takes quite a brace next month the movement on July 1 will be 10,000,000 tons behind the same date in 1907. In April, May and June last year the fleet moved 12,685,516 tons of ore.

The season carrying capacity of the vessels that are operated by ore shippers is estimated at 20,000,000 tons, which is little less than half of the total movement for 1907, when the fleet carried 41,000,000 tons of ore.

A leading shipper figures that in spite of the late start that the Lake vessels owned by ore firms will be able to move 15,000,000 or 16,000,000 tons this season. If the mines send forward 25,000,000 tons that will only leave 9,000,000 or 10,000,000 tons for the independent vessels. Last season the outside boats moved about 21,000,000 tons.

CHAMBERMAID A SEAMAN.

The following is from the Cleveland Leader: "A short time ago a discussion took place aboard one of our large Atlantic liners as to whether or not a chambermaid on board a ship and in the employ of the steamship company was a seaman. Within the meaning of the law all persons employed in the navigation of a vessel or upon a voyage, other than the master and mates, are deemed seamen, including cabin boys, cooks, stewards, chambermaids, carpenters, coopers, and pilots, surgeons and boatswain, the clerk of a steamship, all on board employed in the equipment or preservation of the vessel, so a female cook is a mariner, and foreigners employed on ships of the United States are mariners, and are not disqualified from becoming engineers and pilots in American steamers."

Of course, there is nothing to prevent foreigners from becoming engineers and pilots, but they must first take out naturalization papers and become citizens of the United States.

The Lackawanna Steel Company has secured a contract to furnish 7,000 tons of sheet steel for the Federal Government's \$1,000,000 lock in the Black Rock ship canal. The Lackawanna company won the contract in a series of competition tests against the big steel makers of the country, including the United States Steel Corporation. This will be the largest quantity of steel sheeting ever made at the Buffalo plant. The lock will be 200 feet wide at its narrowest point. Bids for the entire work are now at Washington.

The Conneaut Marine Bank, which failed some time ago, has declared a final dividend of 7 per cent. Any seamen who were given the first dividend may send their bank books to the undersigned or an order and checks will be forwarded.

W. H. JENKINS.

Conneaut, O.

Demand the union label on all products.

MARINE ITEMS.

The latest ore season in the history of the Illinois Steel Company, was opened on May 25 by the arrival of the steamer W. E. Corey with the first cargo of ore. She pulled up to the Steel Company's big dock where a force of 300 men were set at work.

Captain James Reid, of Port Huron, has the contract from the Canadian Government for raising the schooner George G. Houghton, sunk near Bar Point last fall while being towed to Toledo with a load of salt. He will start work in a few days.

The contract for raising the sunken dredge at Bar Point, owned by the C. H. Starke Dredge & Dock Company, was let recently and the dredge will be raised at once. Her position is not such as to make it necessary for the patrol boat to remain on the scene.

The passenger season between Cleveland and Put-in Bay will open June 14. On Tuesday, Thursday, Saturday and Sunday the steamer will be held until 5 o'clock, giving the passengers four hours and fifteen minutes at Put-in Bay. The return trip will be made an hour earlier on Monday, Wednesday and Friday.

F. H. Riebenack, of Alpena, who recently sold the barge Favorite to the Michigan Central tunnel contractors, has bought the barge D. K. Clint, at United States marshal's sale at Detroit. The barge was originally libeled on March 13, for provisions supplied valued at \$36.75. Other claims were afterward filed. The boat was sold for \$2,100.

The remuneration having been fixed many years ago and gauged at the time by the wages paid vessel captains, mates and engineers, Secretary of War Taft has been petitioned to grant an increase in the salaries of the superintendent of the St. Marys ship canal and his assistants and engineers. The War Department head has promised to take the matter up personally, and there is every expectation that it will receive his favorable consideration. The pay of the canal men has remained stationary all these years, while that of the mariners has in some cases been nearly doubled.

There has been another hearing of the Argo case in Chicago, this time before the United States Court of Appeals. The case involves the question of the right of the Graham & Morton Transportation Company to recover for the constructive total loss of the Argo. The vessel went ashore November 24, 1905, and was released November 28, 1906, and taken to Manitowoc, where she remains in an unrepaired condition. Attorneys Goulder and Masten represented the underwriters and C. E. Kremer the owners. The court announced that an early decision might be made and the opinion written later. It is one of the most important marine cases in the last twenty years.

The steamer Haddington, of Toronto, recently unloaded a thousand tons of sugar at Bay City for the West Bay City Sugar Company. The sugar was imported direct from Germany for refining in its best sugar plant

at that place, and it is expected that other cargoes will be brought over this season.

The shipment was brought to Montreal, in the steamship Montezuma, where it was transferred direct to the hold of the Haddington. The freight on the shipment from Hamburg to Bay City was \$4,400 and the duty about \$35,000.

The Lake Erie Dredging Company has several of its boats at work on the break-water shoal at the entrance to the Buffalo harbor, and is pushing the work with all vigor. This shoal has for years been a menace to boats entering the harbor. It has to be dredged periodically. A dozen boats stranded there last season.

Demand the union label on all products.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Eugene D. Kinnear, No. 13658, Lake Seamen's Union, is inquired for by Chas. E. Kinnear, 364 Fargo avenue, Buffalo, New York.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, Eas.
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

BRINGING DEAD TO LIFE.

Paris affords us the story of a young girl of Versailles who is said to have been restored to life several hours after apparent death by a process compounded of rhythmic electrification and hypnotism. Unfortunately, an overdose of morphine killed the patient soon after her revival. She had become violently hysterical while telling her story of a soul parting from a body.

There are enough tales on record of seeming miracles such as this to fill a small library. No one of them has added to our knowledge of the border line between life and death. No new story of the class fails to appeal to our keen interest in the most vital and baffling of human problems.

The circumstances at Versailles indicate a patient in a trance. Out of a similar condition Miss Ida Sharp of Stockton, N. J., was awakened by electricity a few years ago to tell of a wonderful visit to Heaven. Apparently dead in January, 1900, Mrs. Christina Hirt of St. Louis heard plans discussed for embalming her body. Fright awoke her. At St. Joseph, Mo., John A. Hart came to himself at the first touch of a knife in what was to have been a post-mortem examination. Trances are recorded which have lasted for hours, for days, even for months. The fancied visit to celestial regions is not an uncommon accompaniment, showing the relation between trance and hysteria.

The restoration of a person drowned comes nearer than any event in human experience to a raising from the dead. Left alone, such a person will never come back to life. Somewhere, nobody knows just where, he will cross the irretaceable line. He has had his last moment of earthly consciousness. Yet up to a certain point a vital spark remains which may be kindled into new flame. Is it alone that flicker of latent life which keeps him upon revival from having a marvelous tale to tell?—New York World.

ONE-THOUSAND-FOOT STEAMER.

Evidently the competition for size in steamships will be maintained indefinitely. From Belfast comes the news that Harland & Hollingsworth, the great shipbuilding firm of that place, will build slips on which may be constructed steamers bigger by far than anything now afloat; and, as it is known that the White Star Company proposes to excel all of its rivals in the making of leviathans, the new slips will undoubtedly be used for its purposes.

The longest and heaviest ships in the world are the Mauretania and Lusitania of the Cunard Line. Each of these is nearly 800 feet over all and fully taxes the docking facilities of the longest piers on the North River front. Build steamships 200 feet longer, and no pier at present available in New York will suffice for their accommodation. Then will come the problem of securing new docking sites where pier extension and sufficient depth of water will both be possible. The only alternative provision for the 1000-foot liner would be to anchor in the stream and discharge and take on passengers by tender.

No man can at this moment say when the limit of size will be reached in the building of ocean liners. Extremely big and swift ships can not be developed much beyond the

present dimensions and speed, unless their owners are willing to run them at a loss for the sake of advertising their lines or unless they are made commercially profitable through government subsidies. But ships of extreme size and moderate speed are possible of construction, and even of profitable operation, to an extent which would dwarf anything now upon the seas. The ocean greyhound 800 feet long is a terrific consumer of fuel; the mammoth of 1000 feet sauntering across the Atlantic in eight days uses only a moderate amount, by comparison. As the coal question is the chief restriction upon size we may as well sit back and watch the builders juggle with it until the day arrives when it shall be absolutely prohibitive upon further rivalry. And by that time, maybe, we shall have found some cheaper fuel that will help us to build a ship whose bow will be able to touch Sandy Hook before the stern has quite passed the signal station at Nantucket.—Brooklyn Eagle.

GROWTH OF GERMAN CITIES.

We think Chicago a miracle; but since 1870 Berlin has grown relatively and absolutely faster than Chicago, the Greater Berlin having to-day a population of over 3,000,000. Thirty years ago the population of Leipzig was less than 150,000; to-day it is more than 500,000. Hamburg then had almost precisely the same population as Boston; to-day, although Boston's growth has been so great, Hamburg, with more than 800,000 people, is larger than Boston. The growth of her commerce has been vastly greater, and her dock and port facilities are incomparably finer, models commended to Boston for imitation at this very moment by an expert commission. The Hamburg-American line and the North German Lloyd are the largest steamship companies in the world, larger than any English companies, the former having more than 150 ocean steamers in its service. The great railway stations are the finest in Europe, incomparably superior to those in the great English cities; the finest of them all as yet, the new union station, now building at Leipzig, will cost \$25,000,000.

The University of Berlin is planning a special department devoted to the wise and beautiful laying out of cities, with provision for making the lectures available to the directing municipal officials of Germany. In industrial and technical education, from top to bottom, Germany's achievements are far ahead of England, as she is in so much ahead of us. It is by science that she has pushed her way to industrial supremacy in so many fields that she has captured the chemical industries of Europe and in so large degree the electrical industries, and that she is distancing or crowding England and ourselves in the markets of the world.—Edwin D. Mead, in Atlantic.

At the examinations recently held in Peking for official degrees, men who had studied in American universities were awarded the highest honors. Out of a large number examined only seven were given the highest degree obtainable, and of these five were graduates of the University of California, while the other two had studied in Japan.

Demand the union label on all products.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
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INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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29 ERSKINE STREET, SYDNEY, N. S. W.

DREDGERS FOR LIVERPOOL.

It is claimed by leading English experts that the dredging since 1890 of the River Mersey and its approaches has been one of the most continuously successful undertakings of that character in the history of marine engineering. As the port of Liverpool is used by vessels of the deepest draft, it is very important that the entrance channels at the bar and the approaches to the docks and the landing stage where the ocean liners embark and disembark their passengers should be maintained at all stages of the tide. The Mersey docks and harbor board, for the purpose of overcoming the sand accumulation, in 1890 instituted suction dredging, which has been so satisfactory that the board has since largely increased the size and powers of their dredgers, and recently has given an order for the construction of a dredger which will be the largest and most powerful ever built. The contract provides for a vessel which can lift 10,000 tons of sand in fifty minutes, and attain a speed, if necessary, of ten knots. The dimensions of the dredger will be as follows: Length, 478 feet over all; 69 feet beam, and 30 feet 7 inches in molded depth.

The dredger is now nearing completion, and when finished will have a hopper capacity of 180,000 cubic feet, which is to be filled from a maximum depth of 70 feet within fifty minutes, and as the total load displacement will be about 18,000 tons, exceptional strength will be a prominent feature of the hull and jointing of the dredger, and the shell plates will be three-quarters of an inch thick, 28 feet long, each weighing two and three-quarters tons, and the butts will be quadruple riveted. The dredger will have four centrifugal pumps, each of which will be driven by an independent engine, and when driven they will together lift the great quantity of sand mentioned. The propelling machinery will be of 3500 indicated horse-power, and will consist of two sets of inverted vertical direct-acting triple-expansion engines, with cylinders 22½, 37 and 61, and a stroke of forty-five inches.

The engines for the propulsion of the dredger under way and for the pumping when at work will be supplied with steam from four single-ended boilers of the multi-tubular type, sixteen feet internal diameter and eleven feet nine inches longitudinally. The boiler power is arranged forward of the hoppers and immediately behind the latter two pumping-rooms are located, and still further back there are four single-ended boilers and the twin sets of screw-propelling machinery. There will be twenty-one water-tight compartments, so that ample provision will be made for the safety of the vessel in case of an accident.

Each of the four pumps will have separate suction tubes fitted to the side of the vessel, and they will be provided with under-water apparatus controlled by the sluice valves inside the dredger. The tubes will be forty-two inches in diameter, the suction being of the double inlet type. The sluice valves on the ship's sides will be operated by hydraulic power. Side frames will be fitted for each suction pipe. Swivel bands will be fixed to the suction pipes, so they may have free horizontal or circumferential motion during the swinging of the vessel. The delivery pipes will act into two landers, which will run the full length of the hoppers and will have inlets at each hopper.

There will be a marked advance upon the other types of sand-pump dredgers belonging to the dock estate in regard to the disposal of surface water. In the present type the surface water overflows from the hoppers over the decks and then over the sides of the vessel. In the new dredger this "deck swamping" will be obviated, as the overflow on rising above a certain height will find its way over two weir plates and then be provided with an outlet through two trunks immediately above the load line. The discharge valves are to be of a cylindrical type, each having a lift of four feet, and they may be raised or lowered by a direct-acting hydraulic ram, the hydraulic engine being fitted in the pumproom. The deck of the dredger will have four powerful steam winches for lifting the suction tubes, and four more winches for warping purposes, besides a powerful steam windlass for the anchors. The winches will each be driven by a vertical two-crank engine.

DIVINING ROD IN AUSTRALIA.

The use of the divining rod to locate underground supplies of water, which has been employed with much success in other parts of the state, has, says the Sydney Daily Telegraph, lately been brought into requisition, with most satisfactory results, in the Moss Vale district of New South Wales.

Bundanoon, which has not fared any worse than many other country towns during the recent dry spell, was beginning to feel the pinch of protracted drought, and the carting of water some distance for household use was becoming a common occurrence, when Mr. Klipnan, a visitor, who had heard of the wonderful properties of the divining rod, took to experimenting, and discovered evidences of the presence of underground water by the strange affinity of the forked stick he carried to mother earth. M. Grice of Bundanoon had these experiments first conducted on his land. G. W. Hosking, late Postmaster at Manly, also joined in the search and seemed to be more successful. Evidences of water appeared on the hill around the house, and, following the indications, what appeared to be an underground stream was traced down the hill to the flat in the direction of Paddy's river.

Another branch of the stream was traced in an opposite direction, also to a flat, where the evidences were so strong that Mr. Grice decided to sink a well 3 by 3 feet to a depth of thirteen feet, as advised by Mr. Hosking, when a splendid drinking water was found, and in a few days there were nearly seven feet of water in the well. Hearing of this success, other residents enlisted the services of Mr. Hosking to test their own properties, with a view to locating a water supply. The operation was successful in each case, and wells are now being sunk in spots which show the best likelihood of a permanent supply.—London Mirror.

A society in Norway has concluded an agreement to work Doctor de Saval's patents for making metallic zinc out of low-grade ores. At first about 50 tons of ore, believed to yield 8 tons of metallic zinc, and about 1 ton of metallic lead, as well as a little copper and silver, will be treated each day. It is also intended to convert the sulphurous acids which are generated in the furnaces into sulphuric acid or superphosphate.

URBAN GROWTH IN GERMANY.

The rapid transformation of Germany from a country where the rural village was for centuries the principal factor into one in which the city population is very largely in the majority is causing both economists and statesmen serious thought. To-day attention is frequently called to the necessity of administrative reforms, due to the fact that in many sections of the empire the rural population is becoming very small, and that practically everywhere the cities contain not only the larger part of the population but control the bulk of the wealth as well.

At the founding of the German Empire in 1871 the rural communities (those with less than 2000 population) contained 6 per cent of the population of the empire. In 1905 the rural population was only 42½ per cent of the whole. In some sections, such as the Rhineland, Westphalia, Oldenburg and the kingdom of Saxony, the rural character of the population has nearly disappeared, the per cent of the rural populations in these sections being only 23, 23.5, 24.9 and 28.8 per cent respectively of the whole population.

In the kingdom of Saxony the city population has increased from 1,265,057 in 1871 to 3,211,408 in 1905, while the rural population during the same period has increased only from 1,291,187 to 1,297,193. The strictly farm villages of from 100 to 1000 population show actual decreases of from 7 to 9 per cent for the same period. Nearly one-third of the population of the kingdom is found in the five large cities of Dresden, Leipzig, Chemnitz, Plauen, and Zwickau, and more than half the population in the cities of 10,000 or more. In many of the suburbs of the larger cities, once purely village communities but now swallowed up by the cities, the increase in the population for the five years from 1900 to 1905 was almost phenomenal, averaging from 75 to 80 per cent, and in some instances running as high as 200 per cent.

Saxony is the most densely populated of the German states. In 1871 it had a population of 170.5 per square kilometer (one square kilometer equals 0.386 square miles), and this at the taking of the last census in 1905 had increased to 300.7 per square kilometer. The population of the three large cities—Leipzig, Dresden and Chemnitz—were respectively 8830, 7659 and 6149 per square kilometer.

Next to Saxony the most densely populated parts of the German Empire are the Rhine province of Prussia, with 238 inhabitants per square kilometer, and the principality of Reuss the Elder, with 223 per square kilometer. The average for the entire empire is 112 per square kilometer.

The Compagnie Générale Transatlantique, of France, according to the report of its President, had the largest receipts in 1907 of any year of its existence, reaching 72,000,000 francs. The President said: "We have not made many more sea miles than in 1906 and our expenses will proportionately remain the same." In four years the company increased its tonnage 54,178 tons, or a proportion of 32 per cent. This corporation is heavily subsidized by the French Government.

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Home News.

The movement inaugurated some time ago to increase railroad freight rates 10 per cent in Western territory is said not to be progressing very rapidly.

Otto H. Pillman, superintendent of the Coast and Geodetic Survey, has been appointed an expert commissioner of the United States-Canadian Boundary Commission.

The monthly statement of Government receipts and expenditures shows a deficit for the month of May, 1908, of \$11,958,991, as against a surplus for May, 1907, of \$8,575,212.

After a prolonged debate, the Indianapolis Protestant Ministers' Association went on record at Indianapolis, Ind., on June 1 as approving the teaching of dancing in the public schools.

No person over 50 years of age will be admitted hereafter to teaching positions in the Chicago public schools, according to a ruling of the Board of Education made on June 4. Sixteen Chinese were discovered in a box-car marked "Machinery" at San Francisco on June 4, the consignment having come from Mexico in an attempt to evade the Exclusion laws.

The executive committee of the Union Pacific Railway Company on June 4 ratified an issue of \$50,000,000 in bonds. This is part of the issue of \$100,000,000 already authorized by the stockholders.

John Hays Hammond, the mining engineer, who recently announced his candidacy for the Republican nomination for Vice-President, has severed his connection with the Guggenheim Exploration Company.

The Federal Grand Jury at Los Angeles, Cal., on June 1 returned a large number of indictments, including three against the Southern Pacific Railroad Company for alleged rebating in violation of the Sherman Anti-Trust law.

Governor George E. Chamberlain of Oregon, a Democrat, was chosen as United States Senator by direct primary vote on June 2. The Legislature, elected on the same day, which will formally elect Chamberlain, is almost entirely Republican.

The solicitor of the State Department has at length submitted his report in the Moisant case, and on his findings the State Department will base a demand for \$250,000 indemnity from Salvador for the Moisant family.

The directors of the Missouri Pacific Railroad Company at their regular meeting on June 5 did not declare the customary annual dividend. The Missouri Pacific has paid dividends of 5 per cent annually from 1903 to 1907.

Judge Burnett, in the Circuit Court at Salem, Or., on May 28, sentenced J. Thorburn Ross, the Portland banker, to five years' imprisonment and to pay a fine of \$576,094. Ross was recently convicted of wrongful conversion of State school funds.

In the United States Senate on May 28 a resolution offered by La Follette and directing the Secretary of Commerce and Labor to investigate conditions in the business of telegraph and telephone companies doing interstate business, was adopted without debate.

With appropriate exercises the people of the South celebrated the one hundredth anniversary of the birth of Jefferson Davis, on June 3. The day was observed as a whole or partial holiday in Kentucky, Florida, Georgia, Alabama, Mississippi, Tennessee, Texas, South Carolina, Louisiana and Virginia.

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John Browne, a native of Court-macherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

H. Wilson, M. P., President of the National Sailors' and Firemen's Union of Great Britain and Ireland, desires to ascertain the whereabouts of one John R. Russel, who was one of the crew of the British steamer "St. Helena" at the time of his imprisonment in Hongkong. The above has £180 in trust for the latter. Address Havelock Wilson, M. P., Maritime Hall, West India Dock Road, London, England.

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Ahlstedt, And.	Johanson, Emil
Alfsen, Knut	Johanson, Hjalmar
Alney, J. Nelson	Johanson, Alfred
Anderson, A. B. -1082	Johanson, Knut,
Anderson, Oscar	-1295
Anderson, Sverre	Johnson, C. T.
Anderson, Bernard	Johnson, Carlsen
Anderson, A. H.	John, P.
Anderson, H. -1124	Kalug, J.
Anderson, W.	Karlson, Victor
Anderson, James	Karlson, A., -1158
Anderson, A. -826	Karlson, K. G., -270
Anderson, Christian	Karlson, K. A., -551
Anderson, J. -1514	Kelder, Edmund
Anderson, O. F. -1363	Kehola, Henry
Anderson, Axel P.	Klirst, Hans
Anderson, Joseph	Klahn, Chas.
Anderson, O. -1531	Knubedal, Pete
Apps, P.	Koppen, B. O.
Aunapo, E.	Krause, Erick
Aske, John	Kristoffersen, Emil
Assetts, Andrew	Kunmerlove, O.
Bateman, S. J.	Lakborren, Frans
Barwa, D.	Lambert, Ed.
Beck, R.	Langvordth, C.
Bengtson, J.	Larsen, I., -1947
Bee, Calin	Larson, H. J.
Behrsen, J.	Larson, Konrad
Benson, J. E. -1454	Lerston, J.
Birkelund, K.	Lindman, H. A.
Blomberg, Gust.	Lindholm, C., -1274
Blomquist, H.	Lindberry, Aug
Black, M. McKenzie	Lind, H. E.
Boulton, Thomas	Mayer, P. M.
Boinan, Oscar	Martinsen, I.
Bohman, Erick	Matson, M. A.
Brunstrom, G. H.	Martinsen, Karl
Brodin, Julius	Mattson, F.
Brand, Peder	Mikeleit, Ed.
Burrows, Harry	Mikkelsen, Jos.
Burke, James	Morils, E.
Bylander, Fred	Myline, P.
Carlson, A. M.	Myren, A.
Campbell, Albert	Newman, J.
Carnell, G. B.	Nelson, Otto.
Carlson, B. T., -656	Nelson, Helge
Christensen, Albert	Nordenburg, John
Christensen, Fred	Norvel, Wm.
Christensen, Elmer	Nyburg, E.
Christoffersen, John	Nurse, U. F.
Christensen, Otto,	O'Driscoll, J. J.
-1223	Ohlson, Julius
Clemens, Geo.	Olsson, Oscar
Clewley, James	Olson, Chas.
Colby, E. E.	Olsson, E., -966
Curran, N.	Olson, H., -563
Danielsen, Ernest	Olsson, C., -705
Edwards, John	Olson, Oia
Edmond, Hjalmar	Olson, G. E.
Edelman, Gunnar	Olser, H. J.
Edson, Frank	Olsen, B.
Elmeborn, Carl R.	Olsen, P. O.
Eklund, P. H.	Overnik, Thos.
Elstedt, Alfred	Overland, T., -912
Erikson, Olaf	Paulson, Paul
Eriksen, Peter	Pettersen, Erik
Eskenberg, Gust	Pedersen, Myer
Falk, O. A., -479	Persson, H., -1230
Farley, D.	Pederson, Louis
Fabuck, L.	Pederson, O. P.
Fitzgerald, Harry	Pennlingrend, L.
Ford, O. A.	Peterson, Mauritz
Forsman, Nels	Peterson, C., -990.
Fraberg, Fredrik	Pievard
Gad, V. C.	Polge, L.
Gad, S. V.	Pontynen, H.
Gotaas, Oscar	Quade, P.
Golden, John	Rasmussen, A. N.
Gray, Walter	Rasmussen, Fred
Gronlund, Oscar	Rasmussen, Anton
Gudmondson, Johan	Reek, John
nes	Reymond, L.
Hardin, M.	Remer, Jacob
Haakonsen, H.	Rojahn, Axel
Hansen, H. M.	Rojenes, A. or G.
Halvorsen, Edwin	Rose, W. H.
Hansen, W. -1620	Scott, E. G.
Hansen, C. Fuhr	Schmah, M.
Hansen, Theodor	Schmidt, F.
Hawkes, W. J.	Scherlan, R.
Hermansen, F.	Schultz, E., -1842
Hesterberg, Max	Schon, Hans
Hixon, W. J.	Scholgrain, J.
Hjelkrem, T.	Seppel, P.
Hope, N.	Sibell, C.
Hogan, R.	Shane, J.
Hollburg, Oluf	Smevig, J.
Hollgren, G. J.	Sodroholm, A.
Hutchison, E.	Staff, K.
Jacobson, John	Stein, A.
Jamison, James	Syvestin, K.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Chas.	Thornle, G.
Jorgenson, Alf.	True C. Nelson
Jordfeld, Theo., -1925	Wallace, A.
Jorgenson, Helne	Westman, A.
Johanson, J. F. -1462	Wimmer, Geo.
Johnson, J. J.	Winters, H.

Pt. Townsend Letter List.

Dietricks, Carl	Mowder, Karl
Echman, William	Milsen, M. O.
Healy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Stacheassen, C.
Ligestraim, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moberg, Alfred	Woker, Hermann
Moller, Andrew	

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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Borge, -1568	Jakobsen, Ole
Bade, Alex.	Johansen, F. B.
Boose, Paul C.	Johnson, Andrew
Behrens, Emil	Johannesen, 1441
Berthelsen, Alfred	Jensen, Geo. L.
Brookman, Robert	Kone, Ernest
Coye, Chas. F.	Lindholm, Gustaf
Cone, Pierre	Ludlow, James
Connecke, Hugo	Lettre, Honore
Dahl, John	Lerch, Paul
Eriksson, E. J.	Lewis, W. J.
Frijland, Carl J.	Martin, John B.
Hansen, Geo. J.	McArthur, Chas. A.
Holmberg, O. B.	Mikkelsen, J.
Hansen, Aldan	Nelson, Johan
Hansen, H.	Nilsen, Edvin
Hassall, S. G.	Nelson, Louis
Hartman, Chas.	Olsen, John
Hilarion, Chas.	Pohlmann, Hans
Hegan, Paddy	Peterson, H.
Jensen, -1826	Peterson, J. A.
Jensen, Peter	Wahlstedt, -778
Jahnke, Arthur	Wilsen, Anders

INFORMATION WANTED.

Mr. Lowmeyer, late of Buena Vista,
Cal., is inquired for. Address Gust.
Dignes, Sailors' Union, San Francisco.

Edward Bodey, born in Brixton,
near London, England, aged about 54,
is inquired for by his sister. Address,
Coast Seamen's Journal.

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYS

Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos,
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EMPLOYED.

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SEATTLE, WASH.

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OLSON BROS. & CO., Proprietors.
Where the Best
Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

SEATTLE, WASH.

Change of Ownership Sale

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

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UNION MADE HEAD TO FOOT OUT-
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NEVER HAD A FAILURE.

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SHOES, at

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Third and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

News from Abroad.

The body of Emil Zola, the famous
French novelist, was interred in the
Pantheon, at Paris, France, on June 4

Following the lead of the United
States, the steel-makers of Scotland
have reduced prices all around by 5
shillings a ton.

Major Alfred Dreyfus was shot and
slightly wounded by a would-be assas-
sin during the ceremonies of rebury-
ing the remains of Emil Zola in the
Pantheon, at Paris, France, on June 4.

There have been two cases of bu-
bonic plague at Port of Spain, Trin-
idad, both fatal. No new cases have
been reported and every precaution is
being taken to prevent a recurrence of
the disease.

The active movement to suppress
the insurrection is now general
throughout Korea. Japanese troops
have been distributed in all disaffected
provinces and an aggressive campaign
has been inaugurated.

Mulai Hafid, the usurping Sultan of
Morocco, has confiscated the wives of
General Bagdani and his brother, and
has informed them that the women
would be sold unless submission is
made to him immediately.

China has refused the request made
by Japan for permission to station
twenty men in Chinese territory over
the Korean border, for the purpose of
apprehending leaders of the Korean
interests seeking to make their escape
in that direction.

The Labor and Socialist members of
the British House of Commons were
defeated on June 4 in an attempt to
secure an expression of Parliament
adverse to the proposed visit of King
Edward to the Czar of Russia. The
vote stood 225 to 59.

Advices received at Rio Janeiro
state that the Brazilian training ship
Benjamin Constant, which is on a
voyage to Yokohama, picked up
twenty shipwrecked men on Wake Isl-
and, a possession of the United States,
in the Pacific Ocean.

A number of influential women in
Great Britain, including the Countess
of Jersey, Mrs. Humphry Ward and
several prominent writers and social
reformers have started an organized
movement to oppose the granting of
suffrage to women.

Eight non-commissioned officers of
the German Guard Artillery Regi-
ment, who were tried by court-martial
on charges of illtreating subordinates,
have been sentenced to terms of im-
prisonment varying from two weeks
to fifteen months.

Miss Fedorovona, the woman who
made an unsuccessful attempt to as-
sassinate General Bibikoff, Governor
of Voronezh, Russia, on May 6, was
hanged at that place on June 3. She
was 25 years old, and was formerly a
school teacher.

A strike involving nearly 20,000 stu-
dents in all the leading Austrian uni-
versities and high schools began on
June 3 in support of Dr. Wahrmond,
professor of Catholic ecclesiastical
law, whose criticisms of the doctrines
of the Roman Catholic Church, re-
cently led to difficulty with the Vati-
can.

The Russian Donna on June 5 took
up the discussion regarding alleged
faults in the construction of the
cruiser Rurik, and demanded that
those guilty of communicating the
secrets of the Russian gun, shell and
armor construction to the English firm
that built the cruiser be brought to
trial.

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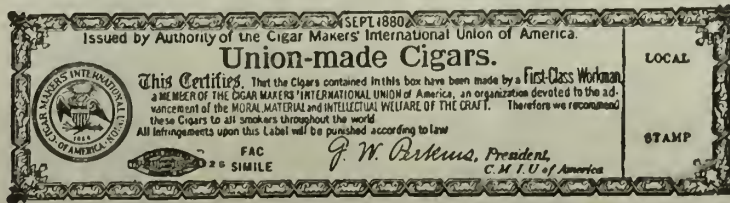
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Fair Treatment of labor should ask their
shoe dealer for shoes bearing this stamp.

The product of Fair Employers and Fair Labor merits the pat-
ronage of all fair minded persons. Ask your dealer for Union Stamp
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BOOT AND SHOE WORKERS' UNION,
246 Summer St., Boston, Mass.

SMOKERS

See that this label (in light blue)
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you are served.



World's Workers.

The number of fatal accidents to British seamen reported during April was 133, as compared with 117 in both March, 1908, and April, 1907.

The dispute at Black Jack colliery, Gunnedah, New South Wales, has been settled, after a conference at which it was agreed that the miners should resume work at 12s. per day of eight hours from bank to bank.

The Operative Stonemasons' Society of New South Wales has carried a resolution indorsing the recent recommendation of Sydney Labor Council that unions should refuse to register under the Industrial Disputes Bill.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during April, 1908, was 222, a decrease of 71 as compared with the previous month, and of 6 as compared with April, 1907.

The Wharf Laborers' Union has decided that any member of the Trolley and Draymen's Union, who lost his job during the recent strike, shall be admitted to the Union, and that members shall subscribe the entrance fee or, failing that, pay his wages until he gets another job.

A general ballot of the men involved in the British shipbuilding strike, which began in January, was taken on May 25 and resulted in favor of accepting the terms offered by employers. Fully 250,000 workmen were indirectly involved. The men were opposed to a reduction of wages.

During the four months ended April the total number of British workpeople reported as killed in the course of their employment (exclusive of seamen) was 1,064, as compared with 948 in the corresponding period of 1907. The total number of seamen killed during the same period was 486 in 1908, and 542 in 1907.

The only change in hours of British labor in April, 1908, affected 12 workpeople, whose aggregate working time was reduced by 18 hours per week. The total number of workpeople reported as affected by changes in hours of labor in the four months ended April 30, 1908, was 3,641, the net decrease in their working hours being 5,864 per week.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshop Act during April was 61, consisting of 53 cases of lead poisoning, 2 of arsenic poisoning, and 6 of anthrax. In addition to the above, 13 cases of lead poisoning (including 2 deaths) were reported during April among house painters and plumbers.

The net result of all the changes in British wages in April was a decrease of £10,571 per week, as compared with a decrease of £731 per week in March, 1908, and an increase of £11,852 per week in April, 1907. The number of workpeople affected was 204,255, of whom 1,102 received advances amounting to £82 per week, and 203,153 sustained decreases amounting to £10,653 per week.

The Operative Bakers' Union, of Sydney, Australia, has obtained for its members an Arbitration Court award, which determines that apprentices are to be bound for four years, wages to begin at 5s, and rise to 28s, and no shop to have more than three apprentices. Skilled operatives are to be engaged either as constant hands or as jobbers at £2 12s 6d per week, and machine hands are to be paid, according to age, from 15s to 42s.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrerberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Ackerson, Peter
Adama, D. J.
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Alexis, Hakon
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Amundsen, P.
Andersen, Lars
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Andersen, Sven

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Andersen, -991
Andersen, A. B.
Andersen, F. M.
Andersen, -559
Andersen, -1274
Andersen, Knut O.
Andersen, Robert
Andersen, M.
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Andersen, Otto
Andersen, Hjalmar
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Arntsen, Eric
Arro, Nicolaas
Aske, John
Askurund, 1263
Assmusen, Max
Asper, K.
Axelsen, Axel
Axelsson, C. B.

Baardsen, T.
Bacanau, V.
Balchin, Ludvig
Ballhorn, C. N.
Banke, -1616
Bartels, Herman
Bastion, Wm.
Bateman, S. J.
Bauchwitz, Fritz
Bauman, Ernst
Bausback, -1511
Behr, H.
Behrens, E.
Benson, -1424
Benson, -1611
Bentlien, Julius
Bergklint, Fred
Berglund, Nils P.
Bergquist, Stanley
Beyerle, Ruppert

Bjorklund, Erik
Boers, H.
Boeggen, Eric C.
Bon, Viktor
Borgersen, Alf
Borlin, Emil
Borresen, Niels
Boss, I. A.
Bostrom, Carl
Braun, Jakob
Braun, Wm.
Bray, Jack
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Broaten, J. P.
Brox, Henrik
Buelna, R.
Buge, Edw.
Burd, Paul
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Christensen, Sigv
Christian, E. F.
Christofersen, B.
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Cnudsen, Davlt
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Fjell, Max
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Finson, Walter
Fjeldstad, Ole
Flaming, C.
Forne, Juan

Gack, J. H.
Gabrielson, C. W.
Gabrielsen, Oscar
Gad, Sophus
Gahling, Carl
Gardell, Chris.
Gillholm, Albin
Gonzalez, Juan
Gonzalez, Jean L.
Gors, Fred

Grawert, Joo
Green, Pilling
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Jensen, Carl
Johansen, Oskar
Johansen, -1705
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Johansen, -1595
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Larsen, Lars
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Olson, Anton
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Palgren, Alex
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Paulsen, Jens L.
Pearson, Ch.
Pedersen, Olaf A.
Pedersen, Peder
Pedersen, Laurits
Penny, Matthew
Penrose, Ed.
Persson, H. W.
Persson, Chas.
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Persson, Carl G.

Quinn, Wm.
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Tavares, J. E.
Taylor, Frederick
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Thomassen, P.
Thome, Aug.
Thompson, Paul
Thompson, Chas.
Tjellman, Jonas
Tofte, H.
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Ubye, Harold.
Ulla, Ole A.
Van Straten, W.
Verdick, C.
Vijoda, F.
Viking, August
Visser, Albert

Wahlstrom, Albert
Walbo, Harry
Ward, Harry
Wedde, Fritz
Wells, Leo
Werner, Paul
Webb, John E.
Welberg, John
Westermann, Frank
Wifstrand, Chas. F.
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Ball, Wm.
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Brandberg, G.
Bleacha, A.
Birkeland, R.
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Beyerle, R.
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Guthrie, R.
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Hansen, Harry
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Barnard, Cecil
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Fuchtmann, F.
Carson, Chas. -1087
Chevalier, Vincent
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Eklund, Aug.
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Eliassen, Carl
Grosse, Joe, Marie
Gustafson, Axel
Guyader, Georges

Eureka, Cal., Letter List.

Andersen, Olaf
Anderson, S.
Armml, Walter
Bastrom, C.
Carlson, Oscar
Gunther, Theo.
Ekwall, Gust. A.
Gustafson, Edvard
Isaacson, Gustav
Jacobson, John
Jahanson, J. -25
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Block, Herman
Bateman, S. J.
Brundt, F. -945
Diez, H.
Ferraris, J.
Harmsen, N.
Haggstrom, K. H.
Johanson, H.
Johnson, J.
Kelringer, A.
Long, Chas.
Lersten, J.

Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Peter Jordt, a member of the Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union. 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Ivar Walter Lindblom, native of Finland, last heard of at Ketchikan, Alaska, about a year ago, is inquired for by his parents, also by his brother Albert. Address, 696 Fulton, or Carpenters' Union No. 22, San Francisco, Cal.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago. Ill.

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Capital actually paid up in
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Office Hours: 10 o'clock a. m. to 3
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105 KEARNY ST.

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Domestic and Naval.

The Lusitania on June 1 broke her eastbound record over the long course from New York to Queenstown by 2 hours and 43 minutes, covering the distance of 2942 knots in 5 days 4 hours and 30 minutes.

The United States battleship Michigan, built by the New York Shipbuilding Company, at Camden, Pa., was launched on May 25. The Michigan will carry eight twelve-inch guns and have a speed of 18 1-2 knots per hour.

A test of armor and construction embodied in the firing of 12-inch guns at the old monitor Florida, used as a target for the Arkansas off Old Point Comfort, May 27, was declared to have shown the splendid resistance on the part of the target.

The Cunard liner Mauretania broke the record over the long course from Queenstown to New York, covering the distance in 4 days 20 hours and 15 minutes with an average speed of 24.86 knots, seven minutes better than the western record of the Lusitania.

The North German Lloyd steamships Trave, Stuttgart and Karlsruhe have been sold to a Hamburg firm for \$145,000, to be broken up for the old material to be found in their construction. These vessels at one time were favorites with tourists traveling to Bremen.

The Mobile-Panama Steamship Line was inaugurated on June 2 by the departure from Mobile, Ala., of the steamship Thelma for Cristobal Colon, carrying passengers and mail. This line reduces the time between the new republic and the United States very materially.

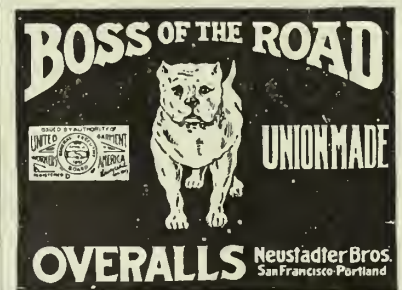
Captain Pitts, of the Allan liner Carthaginian, bound from Glasgow and Liverpool to Philadelphia, Pa., by way of the Provinces, picked up two French sailors at sea while on his way to Halifax, and landed them safely at the latter port on May 28. The men had been lost from the fishing schooner Marie Louise.

Emperor William of Germany and the Empress, accompanied by King Gustav and Queen Victoria of Sweden, opened the shipbuilding exposition at Berlin on June 2. Emperor Williams' exhibit consists of a large collection of gold and silver medals, representing every kind of craft, from the vessels of the Vikings to the most modern yachts and warships.

It is officially announced that the gigantic turbine steamers Lusitania and Mauretania have earned for the Cunard Steamship Company an annual subsidy of \$750,000 a year. The conditions were that the ships should make twenty-four and one-half knots an hour for a transatlantic round trip. The Mauretania has averaged 24.86 knots an hour west bound and 24.42 east bound. The Lusitania has averaged 24.83 west bound and 23.62 east bound.

A new Cuban port regulation, which goes into effect on July 1, provides that every master arriving from a foreign port must send to the Auditor for Cuba at Havana, a true copy in Spanish of the manifest of his vessel, and on entering at the Custom House he must make an affidavit that such copy has been mailed and that the same is true and correct. Any master who neglects or refuses to comply with these provisions will be fined not less than \$100 or more than \$500 for each offense.

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Resentment.—Barber — "What will you have on your face, sir?"

Old Boy—"Court plaster."—Chicago News.

Not Entirely Improper. — Baggs (severely)—"Is it ever admissible for a man to pay even the slightest attention to a married woman?"

Taggs (cheerfully)—"Certainly, if she's his wife."—Exchange.

How He Was Occupied.—Curate—"I haven't seen your husband at church recently, Mrs. Bloggs. What is he doing?"

Mrs. Bloggs—"E be a-doin' six months, sir."—London Opinion.

In 1958.—"These are bum days. No homely joys."

"Think not?"

"No. Now, in my father's time they used to sit around the steam radiator evenings, eating fudge and looking at postcard albums."—Kansas City Journal.

For a Consideration.—Mrs. Goodart—"If I give you some money will you promise me not to spend it in the nearest saloon?"

Thirsty Tim—"Sure, ma'am, if yer gimme enough ter make de delay an' de extra walk wort' while."—Philadelphia Press.

Advice.—Miss Peachley—"Auntie, I find it hard to entertain Mr. Ketchley. He seems to have so little general information."

Match-making Aunt—"Then specialize, my dear; specialize. If Browning is too deep for him try him on baseball."—Chicago Tribune.

Real Dude.—"What do you mean by riding behind my automobile?" demanded the angry chauffeur.

"Excuse me, boss," replied Dandy Bumpers, tipping his crownless hat, "but dere was a slight grease stain on me starry vest an' I thought de fumes of de gasoline might get it out."—Chicago News.

Hotel Santa Fe

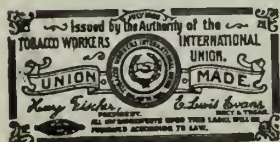
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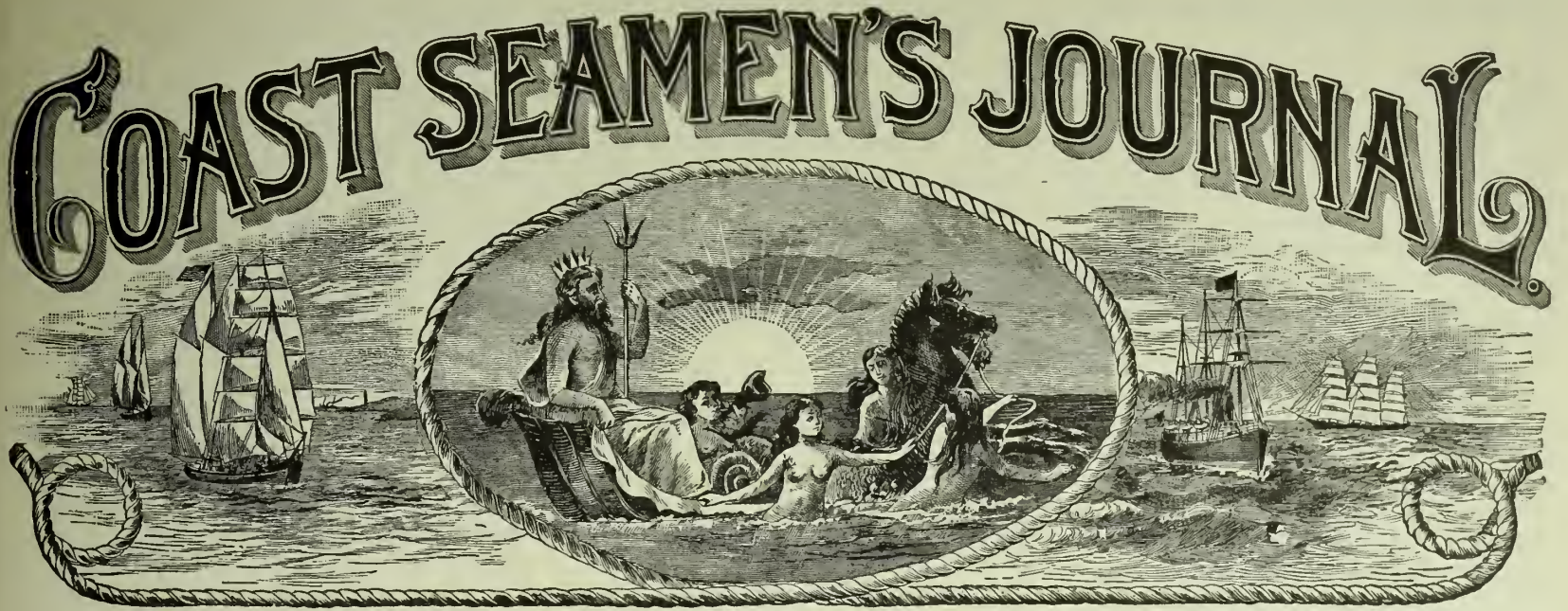
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Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 39.

SAN FRANCISCO, WEDNESDAY, JUNE 17, 1908.

Whole No. 1069.

COURTS AND CONSTITUTION.

THE ASSUMED AUTHORITY of the courts, State and Federal, to pass upon the constitutionality of legislation and, by adverse rulings upon that question, to nullify the work of the law-making branch of the Government, has forced upon the people a serious problem, the importance of which transcends the consideration of any particular law and goes to the bases upon which the structure of the Government is founded. The problem, stated in a word, is whether the Government shall remain a body composed of three distinct and co-ordinate branches—the legislative, the executive and the judicial—or become a body in which all authority shall be vested in one branch, and that branch be made supreme. In view of the growing practice of the courts, it seems likely that, unless checked by positive enactment, the judicial branch of the Government will resolve the problem here suggested in its own favor—that is, by constituting itself the maker (and unmaker) as well as interpreter of the law. It is to be remarked in favor of such a proposal that it would save a good deal of time and money and avoid much of the doubt and delay involved in the present system, under which a law is not a law until it has been subjected to the process known as the “test of constitutionality.”

The whole subject of the relations between the Judiciary and the people was discussed at the last convention of the American Federation of Labor. The sense of that body was expressed in a set of resolutions, unanimously adopted, as follows:

Resolved, That it is the sentiment of the twenty-seventh convention of the American Federation of Labor that all judges, including the Federal judges, be elected by the people of their respective districts or States, and that no judge shall be elected for a longer term than four years, with the privilege of being re-elected from time to time if the people so desire.

Resolved, That it is the opinion of the American Federation of Labor that our laws should be so amended that no Federal court of less jurisdiction than the Supreme Court of the United States shall have authority to declare any State or Federal law unconstitutional, and that the Supreme Court shall not have power to declare such laws unconstitutional except by the unanimous vote of the court sitting en banc; and, further, that no State Court of less jurisdiction than the Supreme Court of the State shall have power to declare any State law unconstitutional and that the Supreme Court of the State shall not exercise such power except by unanimous vote of the court.

To those who may be disposed to deduce a radical tendency from these resolutions it may be well to cite some of the facts concerning the ideas that prevailed among the men who organized the American system of Government.

The prevailing sentiment of the Constitutional convention is well set forth in a recent article by Hon. Walter Clark, in the New York Independent. The facts presented in this article show that the modern objection to judicial usurpation, so far from being at outs with the true spirit of the Constitution, is directly in accord with the views of the men who drafted that document. Judge Clark's article, which will fully repay careful perusal, is as follows:

In the great convention of 1787, when the Constitution of the United States was framed, a proposition was made that the judges should pass upon the constitutionality of the Acts of Congress. This was defeated June 5, receiving the vote of only two of the States. It was renewed June 6 and again July 21, and finally for the fourth time it was urged on the 15th of August, but though it had the powerful support of Mr. Madison and James Wilson, at no time did it receive the votes of more than three States. On this last occasion Mr. Mercer summed up the thought of the convention as reported in Madison's Journal: “He disapproved of the doctrine that the judges, as expositors of the Constitution, should have authority to declare a law void. He thought that laws ought to be well and cautiously made and then be incontrovertible.”

Prior to this convention, the courts of four States—New Jersey, Rhode Island, Virginia and North Carolina—had expressed an opinion that they could hold the Acts of Legislatures as unconstitutional. It was a doctrine never held before—nor in any other country since. It met with strong disapproval. In Rhode Island a movement to oust the offending judges was only stopped on the suggestion that they should be dropped by the next Legislature, which was done. These matters were recent and before the convention. Mr. Madison and Mr. Wilson favored the new doctrine, doubtless deeming it safe check upon legislation to be operated only by lawyers. They attempted to get it into the Federal Constitution in its least objectionable shape—a judicial examination and veto before the final passage of the bill, which was, indeed, obvious desirable features. But even in this diluted form and though four times presented, by these two very able and influential members, the suggestion of a judicial veto at no time received more than one-fourth of the States in approving vote.

The subsequent action of the Supreme Court in assuming the power to declare Acts of Congress unconstitutional is without a line in the Constitution to authorize it. The Constitution cited carefully and fully the matters over which the courts should have jurisdiction. There is nothing, and, after the struggle four times repeated and the persistent refusal to vote jurisdiction, there could be nothing indicating any power to declare an Act of Congress unconstitutional or void.

Had the convention given such power to the courts it would certainly not have left its exercise final and unreviewable. It gave to Congress power to override the veto of the President, thus showing that in the last analysis the will of the people, speaking through the Legislature, should govern. Had the convention supposed the courts would assume such power it would certainly have

given Congress some review over judicial action and not have placed the judges irretrievably beyond “the consent of the governed,” as well as further clothing them with the undemocratic prerogative of life tenure and making them appointive.

Such power does not exist, and never has existed, in any other country. It is non-essential to security. It is not conferred by the Constitution, but is contrary to the will of the convention. Judges not only have never exercised such power in England, where there is no written constitution, but they do not exercise it in France, Germany, Austria, Denmark or any other country which, like them, has a written constitution.

A more complete denial of popular control of this Government could not have been conceived than the placing of such unreviewable power in the hands of men not elected by the people and holding office for life. The Legal-Tender Act, the financial policy of the Government, was invalidated by one court, then validated by another after a change in its personnel. The Income Tax was held Constitutional by the court for a hundred years, and then, again held so, but by a sudden change of vote by one judge it was declared unconstitutional, nullified and set at naught though it had passed, by an almost unanimous vote, both Houses of Congress, containing many lawyers who were the equals, if not the superiors, of the vacillating judge, and had been approved by the President. This was all negated, without warrant in the Constitution, by the vote of one judge; and thus one hundred million dollars and more of annual taxation was transferred from those most able to bear it and placed upon the backs of those who already carried more than their fair share. Under an untrue assumption of authority, supposedly given by thirty-nine dead men, one man nullified the action of Congress and the President and the will of seventy-five millions of living people, and in the few years since has taxed the property and labor of this country by his sole vote one billion three hundred million dollars, which Congress, in compliance with the public will and relying on previous decisions of the court, had decided should be paid out of the excessive incomes of the rich.

One-third of the English revenue is derived from the superfluities of the very wealthy. The same system is in force in all other civilized countries. In not one would the hereditary monarch venture to veto or declare null such a tax. In this country alone, the people speaking through their Congress and with the approval of their Executive cannot put in force a single measure of any nature whatever with assurance that it will meet with the approval of the courts, while failure to receive approval is fatal; for unlike the veto of the executive the unanimous vote of Congress can not avail against it. Of what avail, for example, will be the Rate Regulation bill if five lawyers holding office for life, not elected by the people, shall see fit to destroy it as they did the Income Tax law? Is such a government a reasonable one? And should it be tolerated after one hundred and twenty years of experience have demonstrated the capacity of the people for self-government? If five lawyers can negative the will of one hundred million intelligent people, then the

(Continued on Page 7.)

LABOR PAPERS OF PACIFIC COAST.

In few cities of the United States is unionism so strong and so thoroughly organized as it is in San Francisco. This has not come in a day or because of the labors of any one person. It has come only after years of effort and agitation. The struggle has been long and at times bitter, but the results have amply repaid the costs, great though they have been. During the fifty years of its existence, the movement has had many able leaders, men who have sacrificed time, health and life itself in order that the cause of the workers might succeed. It has had many worthy advocates in those gritty, but for the most part unsuccessful, labor papers, which from time to time have championed its demands. Both men and papers have long been forgotten by the very class for which they fought. Who is there to-day who remembers the names of Kenaday, Delaney, Terril, Winn, Roney, Haskell and a score of others? Yet there was a time when these men stood at the head of San Francisco's army of laborers and led them in their struggles for better conditions under which to live and work. Who is there who remembers any of the large number of labor papers that have been published upon this Coast in years past in behalf of labor's cause? Yet there have been many such, and bravely have they fought, only to succumb sooner or later because they lacked the support of those men for whose uplifting they were fighting. Verily the paths of the labor leader and the labor editor are not strewn with roses or with wreaths of glory!

The labor movement of San Francisco began with the very first years of the gold rush. Thousands of men who had belonged to unions in the Eastern States had come to San Francisco with the earliest pioneers and it is not surprising that within a few years practically all trades in the city were represented by labor organizations. Even the musicians were unionized as early as 1856 and showed their strength by refusing to take part in the festivities of Admission Day unless paid the union scale. However, it was not until 1859, so it is said, that the first labor paper appeared. This was a small four-page sheet called *The Printer*, and was published by Typographical Union No. 21. Only a few numbers were issued.

From 1863 to 1865 the labor movement was exceptionally well organized and very active. In 1863 the first Trades Assembly was formed under the leadership of Alexander Kenaday, a printer by trade. Kenaday was without doubt San Francisco's earliest labor agitator. It was he who had been instrumental in getting the first national charter for a Coast union, i. e., that of the Eureka Typographical Union No. 21. Practically alone and single handed he organized the Trades Assembly and made it a power in labor circles. Through it he began the agitation for an eight-hour day law and nearly succeeded in getting it passed by the Legislature in 1867. He was later made one of the vice-presidents as well as Pacific Coast organizer of the National Labor Union. The thing that interests us, however, is the fact that in April, 1865, he started a little paper under the title of *The Journal of Trades and Workingmen*. The costs of publishing were paid out of his own pocket and it is not surprising that after having issued five numbers he was forced to suspend publication.

The eight-hour day agitation of 1866 and 1867 had so enthused the workingmen of San Francisco that the time seemed propitious for the issuance of another labor journal. This time, however, the effort was more pretentious than anything ever attempted in the history of the labor movement in San Francisco. It was called *The Industrial Magazine*, and was begun in January, 1867, by W. F. Russell. The publication was of regular magazine size, contained about sixty pages of reading matter, was issued monthly, sold for 25 cents a copy and was of excellent typographical makeup. It printed articles of local and general nature dealing with the labor movement, but lacking those most necessary qualities, aggressiveness and virility, it passed out of existence after but four numbers had been issued.

The Industrial Magazine was followed in August, 1869, by *The Caucasian and Workingmen's Journal*, a weekly publication devoted for the most part to protesting against the encroachments of Mongolian labor. It survived for but a short time, and then went the way of its predecessors.

The next few years produced a large number of labor papers, none of which, however, survived for any length of time. *The Daily Plebeian*, published and edited by C. A. Merrill, began its short but brilliant career July 24, 1871. It was a breezy little five-column paper, 14x24, and cost but 10 cents per week. Merrill was one of the prominent members of the National Labor Union upon the Coast and made his paper its official organ. In July, 1871, the first number of *The Industrial Reformer*, an anti-Chinese labor paper, was issued. It was the mouthpiece of a society having the same name, and lasted for about a year. During 1871-72 *The South San Francisco Enterprise* was published as a workingman's paper. In 1872 it merged with *The Co-operator*, which had been established in July, 1871, and for the few months of its subsequent career, was known as *The Enterprise and Co-operator*. In the early part of 1871 *The Workingmen's Journal*, a weekly paper, had entered the field as the champion of the laboring class. It was issued later as *The People's Journal*, and in August of that year became a daily under the name of *The Evening Journal*. As a daily it was strongly prejudiced in favor of the workingmen, but cannot be properly classed as a labor paper.

During the late '60's and early '70's the one man who did more for the uplifting and organizing of the workers in San Francisco was General A. M. Winn. General Winn is known for the most part among Californians as the founder of the Native Sons of the Golden West. Were his efforts in behalf of the Sons of Toil only known as widely, his name would be universally honored among the workingmen of the Coast, especially among those of San Francisco. Genial, whole-souled and sympathetic, he early became interested in the labor movement, and spent both time and money in carrying on its agitation. For several years he did practically nothing but organize unions and eight-hour leagues among the workingmen, and succeeded finally in forming the first State labor body, the Mechanics' State Council. At his own expense, he journeyed to Washington and lobbied for a national eight-hour-day law, besides spending a great deal of time in securing the passage by the Legislature of

California of a mechanics'-lien law, an eight-hour law, and a measure further protecting the wages of the workers. With the idea of assisting in the agitation, he started an eight-page paper, *Shop and Senate*, in January, 1873. The journal lacked the support of the workers, as has always been the case, and after struggling along for a time finally gave up the fight in March, 1874.

As a result of the anti-Chinese agitation, Carl Brown, later the secretary of Denis Kearney, had started *The Great Strike*, in 1877, as the organ of the Order of the Caucasians. It lasted for only a short time. Perceiving that the Workingmen's party, then in its infancy, would eventually become a power in the State, he began *The Open Letter* in October, 1877, and proposed to the sand lot agitators that it be made their official organ. This was done, and for a short time it played an active part in the affairs of the growing party. Following the quarrels within the organization, the paper dropped into disfavor and subsequently passed out of existence.

It was during the latter part of the '70's that *The Hayes Valley Advertiser* came to the front as the able defender of the working class. Its editor, William Clack, had been one of the organizers of the Trades Assembly in 1878, was its first secretary, and for a number of years subsequently was one of those men most closely identified with the labor movement in San Francisco.

With an idea of carrying on a more effective agitation against the sale of Chinese-made goods, the Cigar Makers' Union published a weekly paper in 1880 called *The Cigarmakers' Appeal*. Thousands of copies were printed and distributed by the union with the idea of educating the people upon the advantages of purchasing white labor products. In 1885-86 the cigar makers had again become involved in a bitter fight against Chinese-made goods and were carrying on a vigorous boycott against those firms using Mongolian labor. The printers at this time were also engaged in a bitter struggle, but their fight was being waged against the Call and the Bulletin, both of which had locked out their union men. The two associations joined hands and in March, 1886, began the publication of a forceful little weekly paper, *The Pacific Coast Boycotter*, which continued practically for a year. In 1889 the cigar makers again issued a journal, *The White Labor Herald*, in the interests of their craft. All of these papers did a great good in advertising the white labor label, in spreading the tenets of unionism and in educating the people upon the evils of Chinese-made goods.

With the year 1882 we come to one of the most interesting characters to be found in the history of the labor movement in San Francisco, Burnette G. Haskell. A native Californian, coming from an excellent family, well educated, brilliant and naturally gifted, Haskell seemed destined to make an enviable reputation for himself as a lawyer. But he had one fault, however, and that was that by nature he was a genius. Genius always seeks expression in the most extraordinary manner, and so it was with Haskell. He soon tired of the law, and in 1882 began the publication of a weekly paper, *The Truth*. His uncle had subsidized the venture and having a political grievance against certain office-holders in San Francisco had given Haskell instructions to "roast" these individuals through the col-

(Continued on Page 11.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

CONDITIONS ON THE COAST.

History repeats itself! The recent resumption of ancient and outlawed practices by the crimps in New York and elsewhere along the Atlantic Coast, has done much to confirm and strengthen our faith in that hoary proverb. That the crimp is the natural enemy of the sailor is self-evident, and that the crimping system is the logical antagonist of the seamen's unions is as obvious as the fact that oil and water won't mix. Between the seamen's unions and the crimping system there can never be any harmony of purpose because between them there is no identity of interests.

The seamen's unions stand for all that is highest and best in the moral, mental, physical and material development of the sailor, and on this policy we base our claim both to public and private recognition.

The crimping system, in order to thrive at all, must perforce reverse this policy. Devoid of all principle; all sense of justice, honor or fairness, and compelled by the very nature of their traffic to depend upon the helplessness of the individual seaman, it is both natural and necessary for the crimp to antagonize the seamen's unions, to obstruct their progress and to prevent their growth. Such has always been the policy of the crimp; and such it will always remain.

The radical reduction in wages paid to the schooner sailors during the past six months has not been due, as many seamen seem to believe, to the business depression or panic, following the era of galvanized prosperity which immediately preceded it. Neither has that circumstance been due to the slump in freight quotations, the slackness of chartering, the tied-up fleets nor the swarm of unemployed seamen ashore in the different ports. No! All these obvious conditions merely provided a convenient and plausible excuse for the crimps.

The trouble is, not that there are too many sailors but that there are too many crimps ashore. As soon as it became evident that there wasn't going to be enough shipping to go around the salts began to cut each other's throats to secure control of what there was.

But the crimps could never have succeeded in their little ruse had it not been for the gullibility and ignorance of the non-union men, and (we are sorry to add) the feeble-mindedness of some who flashed the Union badge. As soon as the schooners began to lay up last fall and orders for crews began to slacken in consequence, the whilom crimp and erstwhile "friend" of the Union got on his hind legs, and girded up his loins, determined, each in his own behalf, to take full advantage of the situation and exploit it to the limit.

Nice, coaxing letters, clumsily scrawled in poor English, on flaring billheads were sent out to all the local brokers, miserly skippers and sordid shipmongers in the several seaports, appealing strongly to their innate selfishness and confidently guaranteeing to furnish them with all the men required, practically at rates obtaining before the Union organized. At the same time some of the less enlightened sailors were being cajoled, flattered and otherwise fooled into the belief that under existing condi-

tions the kind-hearted shipowners could not possibly pay higher wages, as the freight rates did not justify it, and that they were only keeping their vessels in commission as a matter of practical charity inspired by sympathy for the poor, starving, unemployed sailors! How benevolent!

A great many stupid men who foolishly gobbled the stale bait have already found ample time and abundant reason to repent of their folly.

As a Union we are organized to obtain and maintain at all times a reasonable rate of wages, and that irrespective of whether one man or one thousand goes to sea. We know by long experience that any vessel that can afford to sail at all can afford to pay her crew at least a dollar a day. We have never yet had a wage scale on this Coast which was founded on freight rates, and any crimp who tries to make you believe so simply lies.

The present scale of wages on this Coast, as we all know, is based, not upon earnings, or freights but upon the registered tonnage of the vessel. That arrangement is far from satisfactory, but it will have to do until we can base it upon a more equitable ground. When we can deal directly with our employers as a body and arrange terms and conclude contracts based upon mutual consideration and respect the crimping system will be only a bad memory, like the press gangs, the auction block, the debtors' prison and various other obsolete evils of benighted days.

Many of our older comrades will recall that during the panic of 1893, when the freight rates were precisely where they are now (50 and 60 cents per ton on coal) and where they have been for the past six months, the \$30 scale was maintained throughout the season, and the crimps absolutely refused to ship non-union men, BECAUSE WE WERE ORGANIZED!

But some of us can hark back farther still to the glorious summer of 1884, when many vessels refused \$2.50 per ton and laid up until they got \$3.50. The following winter the shipowners went scabbing on each other, hired the crimps to beat down the wages—first to \$16, then to \$12 per month and at last to almost nothing at all, paying them with bloodmoney wrung from the sailors' advance notes.

The members of our Union deserve great credit for their exemplary patience, and cheerfulness during a long, trying period of enforced idleness. Our officers, too, including delegates and organizers, deserve more than a passing word of commendation for the services they have rendered and the great success they have achieved in the face of abnormal conditions. In spite of the slack times and hard conditions through which we have been passing, both our membership and finances have been kept about up to the normal figures; and allowing for the large number of men who have unavoidably fallen slightly in arrears through continuous lack of employment, and the unusual expense which such a state of affairs always involves, it is more than probable that with the gradual resumption of business, which now seems imminent, our next quarterly report will show a substan-

tial increase both on our roll book and ledger pages.

All of which speaks well both for the energy and efficiency of our officers and the loyalty and determination of our members.

JAMES H. WILLIAMS.

New York.

ATLANTIC COAST ITEMS.

Andrew Furuseth, Secretary of the Sailors' Union of the Pacific, and fraternal Delegate from the American Federation of Labor to its British Trade-Union Congress, and Delegate from the International Seamen's Union of America to the Convention of the International Transport Workers' Federation, at Vienna, Austria, sailed from New York on May 28 on the Scandinavian-American liner United States, for Christian-sand, Norway. General Organizer Benson, Secretary Griffin, of the Marine Cooks and Stewards' Association, Agent Brown, of the Atlantic Coast Seamen's Union, and International Secretary-Treasurer Frazier saw him off.

We are just in receipt of the official proceedings of the Eighth Annual Convention of the Alabama State Federation of Labor, held at Anniston, Ala., April 27, 28 and 29. The Sailors and Firemen were well represented by Brother Charles H. Sheraton, the Mobile Agent of the Atlantic Coast Seamen's Union. Comrade Sheraton was elected Second Vice-President of the Federation.

Congress has adjourned after spending over one billion dollars and talking politics for home consumption, but carefully avoiding passing any real beneficial legislation for labor. Working men will likely get busy this fall, and it is probable that "something will drop."

Secretary Sullivan of the Atlantic Coast Marine Firemen, is still on the Gulf talking to the "boys" and showing them the advantage of sticking together. Nothing like it, comrades; the closer you stick together the harder it will be for your enemies to pry you apart. It is easy to guess who would gain the advantage by prying you apart.

Comrade John Linden, No. 1763, of the Atlantic Coast Seamen's Union, has lost his right arm above the elbow, which incapacitates him from going to sea. He has been given \$200 benefit by the Atlantic Coast Seamen's Union, and he will return to his home in Sweden.

Freights still remain low and charters scarce on the Atlantic Coast, and in consequence a great portion of the tonnage is laid up through lack of business.

Yacht owners are not as enthusiastic as usual in getting out their boats this year. Many do not intend to put their boats in commission at all, and the result is making a very dull yachting season.

The Marine Cooks and Stewards of the Atlantic have enlarged and refitted their hall in New York and now have a fine place at 42 South street, where the members of that organization have a large, cool place to pass away their time and receive information as to the movements of vessels, and all general information relative to the stewards' department.

Labor News.

President Roosevelt on June 6 directed that during July, August and September all employes of the navy yards and naval stations be given a half-holiday on Saturdays.

The Santa Fe Railroad shops, excepting car shops and new planing mill at Topeka, Kas., were shut down on June 6 for a week. About 1300 men are thrown out of work.

All of the Memphis (Tenn.) yard men of the Nashville, Chattanooga and St. Louis Railroad struck recently and the switchmen, engineers and firemen in the yards are involved.

Railroad managers declare that if President Roosevelt does not veto the latest piece of safety-appliance legislation (the bill to compel locomotives to carry automatic ashtrays) an appeal will be made to the courts.

Labor member Huxham introduced a deputation of Kangaroo Point (Australia) quarrymen to Treasurer Airey recently, with a view of their obtaining a shilling per hour for an eight-hour day. The Treasurer promised to consider the request.

Unable to come to an agreement after a four days' session, the joint conference committee of the West Bar Iron Association and the Amalgamated Association of Iron, Steel and Tin Workers at Cambridge Springs, O., adjourned without date.

On June 1 many mills, which have been on short time for months, started their machinery on full time. Some have increased their output during the past week, and thus far manufacturers employing about 35,000 persons have given notice of the abolition of the short-time schedule.

President Underwood, of the Erie Railroad, has issued instructions that all the road's locomotive and car shops be placed on a ten-hour-a-day basis. All equipment which has been idle by reason of lack of business will be repaired and this will give employment to several thousand men.

Acting upon instructions from Judge Welborn in the Federal Court at Los Angeles, Cal., on June 12, a jury found the Pacific Coast Railway guilty of twenty-five violations of the United States Safety Appliance Act. Conviction carries with it a fine of \$100 upon each of the twenty-five counts.

One thousand Hindoo residents of British Columbia will be deported to India if the plan of W. I. Mackenzie King, Deputy Minister of Labor for the Province, is approved by the Dominion Government. He claims that there are 1000 East Indians in Vancouver, New Westminster and vicinity, out of work, and who are living by begging.

The labor unions of Washington are reported as discussing plans to unite with the granges to elect a United States Senator to succeed Levi Ankeny, making use of the direct primary system. It is proposed to select a member of the State Grange as the candidate this year and a union man two years hence to succeed Senator Piles.

The biennial convention of the Commercial Telegraphers' Union opened at Milwaukee, Wis., on June 8. An official of the Union is reported to have said that until Secretary Straus of the Department of Commerce and Labor has made his report to the Senate next December of his investigation into the telegraph and telephone companies there will be no strike of telegraphers.

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

E. A. Sandstrom was registered at the San Francisco Custom-house on June 11 as master of the steamer Sea Fox, vice W. M. Randall.

The United States gunboat Yorktown has been ordered to leave Puget Sound for a cruise to Behring Sea, where she is to patrol the seal fisheries.

A dispatch to the Portland Oregonian from Raymond, Wash., says that a receiver has been appointed for the shipbuilding plant of J. W. Dickie & Son in the person of Mayor A. C. Little. Bonds were fixed at \$50,000.

The United States battleships Maine and Alabama, recently detached from the Atlantic Fleet, sailed from San Francisco on June 8 for Hampton Roads, Va., via Honolulu, Manila and the Suez Canal. They are due home on October 22.

The following changes of masters were reported at the San Francisco Custom-house on June 8: Steamer Fox, Albert J. Hoffner, vice Joseph Santos; steamer Jeanette, Harry E. Hoffman, vice Frank A. Seeny, the latter reported from Unalaska.

Word was received at San Francisco on June 11 from London that the British ship Buccleugh, bound to Bristol from Queenstown, had put into Avonmouth leaking. The Buccleugh sprung a leak after fouling an anchor, but her pumps were capable of coping with the leakage.

After a voyage which extended over four months in search for tidings of the ill-fated British bark Silberhorn, the British sloop-of-war Shearwater called in at San Francisco on June 6, on her return from the coast of Chile en route to Esquimaux, B. C. No traces of the Silberhorn or her crew were found.

The British bark Drummuir, Captain Ferguson, which was put on the overdue list at San Francisco on June 11, at 15 per cent, arrived at that port on the same day, ninety-five days from Newcastle with a cargo of 2711 tons of coal. Captain Ferguson reported that he had encountered light variable winds and calms.

Otto Bortfeld filed a libel in the United States District Court at San Francisco on June 9 against the gasoline schooner Rio Rey, owned by W. O. Watson, to recover \$26, alleged to be a balance of wages due for services as engineer from February 10 to April 20 of this year at the rate of \$90 per month.

The following changes of masters were recorded at the San Francisco Custom-house on June 9: Steamer Isleton, B. F. Beringer vice A. P. Christensen; steamer Alvirra, Charles Gustafson vice E. H. Nielsen; steamer Spokane, H. C. Thomas vice C. Swanson; steamer Newark, Svante Engdalt vice C. H. Saunders.

The following changes of masters were recorded at the San Francisco Custom-house on June 10: Steamer Fort Bragg, Charles J. R. Petersen vice Charles J. R. Petersen; steamer Peterson vice Charles Gustafson; yacht Lydia, Leonard E. Atwater vice J. F. Jones; schooner Magnolia, H. Woldt vice L. M. Sorensen.

With a full cargo of general merchandise the bark Andrew Welch, which sailed from San Francisco on May 31, arrived at Honolulu on June 12, after a fast passage. The prevailing northwest winds were probably responsible for the good time made by the Matson bark. She will return with a cargo of sugar.

The new steam-schooner Doris arrived at San Francisco on June 7 from Raymond, Wash., in tow of the steamer Raymond. She was built at Raymond by J. W. Dickerson for E. T. Kruse of San Francisco. Her dimensions are 190 feet in length, 39 feet beam, 13 feet 6 inches depth of hold. She has a capacity of 800,000 feet of lumber.

In anticipation of the passage of the Piles bill suspending the penalty of the Coastwise Navigation law for passengers sailing from Hawaii to the Coast on foreign vessels, a considerable number of people booked for departure from Honolulu, T. H., by the new Japanese liner Tenyo Maru, due at the latter port on her maiden voyage in the latter part of June.

Word was received at San Francisco on June 12 from London that the British ship Haddon Hall, bound for Vancouver, from Liverpool, and the German ship Alsterdamm, bound from Hamburg for Santa Rosalia, were in collision on May 21. Both vessels put into Montevideo on June 9, where it was found that the hulls of both vessels were damaged, but to what extent has not yet been ascertained.

A cable from Nome says the Behring Sea is again full of ice, and the steamer Corwin has been compelled to seek shelter behind Sledge Island. On account of the heavy drift of the ice south into the route of the steamers, it is not believed the Ohio, Olympia, Victoria and Senator can arrive at Nome for several days. In addition to the cargoes carried on these vessels, there are nearly 2000 persons aboard.

The American bark Foohng Suey sailed from Elcele, T. H., on May 22, for Delaware Breakwater with about 3000 tons of sugar. She is the last of this year's Cape Horn sugar fleet, the Dirigo getting away from Honolulu about the same time. The total shipments of sugar this year from the Hawaiian Islands by way of Cape

Horn were 33,600 tons, which is a smaller amount than has been shipped by that route for very many years.

In a letter received from the Treasury Department on June 10, Collector of the Port Stratton, at San Francisco, is informed that the Attorney-General has held that Customs officials are jointly responsible with the officials of the Steamboat Inspection Service for the enforcement of the navigation rule against overcrowding excursion steamers. In view of this, the Collector will arrange for a conference with the Steamboat Inspectors at an early date.

Helped by a strong northwest gale, the Matson schooner W. H. Matson and the Spreckels barkentine Coronado recently made very fast passages between San Francisco and the Islands. The W. H. Matson sailed on May 23 and arrived at Hilo on June 3, and the Coronado, which arrived at Honolulu the same day, sailed on May 24. Both vessels carried full cargoes of general merchandise, and the passages of eleven and twelve days are unusually fast.

The Matson Company's new steamer Lurline sailed from San Francisco on June 6 for Honolulu, T. H. Much interest is being manifested in the departure of the Lurline as it will soon be seen how she will comport herself in her work between San Francisco and the Islands. With the powerful wireless system which she has installed it is thought that information as to her movements almost the whole way across to the Islands will be readily available at San Francisco.

Captain Charles T. Bailey, master of the Columbia River bar tug Tatoosh, has been exonerated by United States Inspectors Edwards and Fuller of the charges filed against him by Captain B. W. Olson, who accused the former of being guilty of conduct unbecoming a licensed officer when the Alliance arrived at the mouth of the Columbia River from Coos Bay on December 2 in a disabled condition. Captain Olson will appeal his case to Supervising Inspector John Bermingham.

In a decision handed down in the United States District Court at San Francisco on June 4, Judge De Haven ordered the steamer Phoenix sold, the proceeds to be distributed as follows: \$110 to James E. Denny as wages for watchman; \$62.40 being the assigned claim of H. Collins for wages as engineer; \$1,486.56 to W. J. Gerdau and other libelants and \$1,001.48 to the G. W. Price Pump Company as interveners, or in such proportion of payment as the balance of funds remaining in the registry will permit.

Following is the reinsurance list, as posted at San Francisco on June 12: American ship Bangalore, 235 days from Norfolk for Honolulu, 90 per cent; bark Ester, 191 days from Amsterdam for Macassar, 15 per cent; ship Falwood, 129 days from Port Talbot for Iquique, 10 per cent; bark Ancenis, 153 days from Puget Sound for King's Lynn, 8 per cent; bark Medea, 140 days from Eureka, H. B., for the United Kingdom, 8 per cent; bark Dumfriesshire, 167 days from Seattle for Queenstown, 15 per cent.

The owners of the schooner Robert Lewers have decided not to appeal from the judgment against their vessel in the suit of Paul Peterson. Peterson was employed as mate on the vessel for a voyage from the Sound. When within sight of the Hawaiian Islands the master disrated him and sent him forward to the forecabin, using expressions derogatory to his ability and qualifications in the presence of the crew. Judge Dole awarded him damages of \$500, transportation back to the Coast and costs amounting to nearly \$100. These have now been paid.

In connection with the rate war now on, the Canadian Pacific will put a double service out of Seattle to Victoria and Vancouver commencing June 15, the Princess Royal leaving Seattle at 10 p. m. for Vancouver in competition with the Puget Sound Navigation Company's steamship Iroquois, returning from Vancouver via Victoria. The Princess Victoria sails from Seattle in the morning for Victoria against the steamship Chipewa of the Puget Sound Company, making Vancouver and returning by way of Victoria. This feature of the rate war will give the Sound cities the best service they have ever had.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

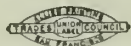
To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 17, 1908.

"FOREIGNERS" AND AMERICANS.

"Samuel Gompers, a foreigner, who assumes to be the political director of organized labor in the United States," etc.

"Here we have the spectacle of a man holding no official responsibility, a man with no rights save those of his own assumption, and a foreigner at that," etc.

The above extracts are presented as a sample of the efforts of the unfriendly press to discredit Samuel Gompers, President of the American Federation of Labor, before the American public.

What is a foreigner? If Samuel Gompers is a foreigner, where shall we look for an American? Does the fact that a man was born on foreign soil of foreign parents mark him as a foreigner? Native Americans in the strictest sense are exceedingly scarce nowadays. A few may be found inhabiting Government agencies. Some specimens are on exhibition in Los Angeles near Eastlake Park.

An American is an individual imbued with American spirit and American ideals, and if Samuel Gompers is not an American in this sense, then the real American does not exist any more.

The foregoing, from *The Citizen*, of Los Angeles, Cal., is timely and well put. We have frequently referred to the tone of criticism exemplified by these allusions to the nativity of Samuel Gompers and other "foreigners." In referring again to the subject we are actuated more by sorrow than by anger, sorrow for the mental condition of the person or newspaper which, in despair of any tenable ground of criticism, is forced to attack the very first principle of American nationality in order to strike a blow at a few individuals. American nationality is a matter of spirit, not of nativity; it is a matter to be determined upon the basis of the individual's mental attitude upon national questions, not upon the basis of the "accident of birth." The question as to whether a certain individual be an American or a foreigner is to be determined solely with reference to the question whether his conception of national affairs be true to the principles of Americanism or foreign to these principles. It is quite conceivable, therefore, that as between any two men, one born in the United States and one in another country, the latter may be the best American and the former the worst "foreigner." This possibility is illustrated in the persons of the very men who resort to the cry of "foreigner" as a means of discrediting the views and purposes of other men. The actions of these men prove them "foreigners"

by the very first test of Americanism. Although native of the soil they are alien to the conception with which the soil is sown and to which it owes its productivity in national life.

The foreign-born American can afford to disregard the slur upon his nativity, the more so because it is an aid rather than a hindrance to him in appealing to the public, made up as the latter most commonly is of large numbers who, either because they are Americans by nature as well as by nativity or because they are themselves foreign born, are disposed to resent this form of attack and to make common cause with the object of it. The cry of "foreigner" is bound to re-act upon the "little Americans" who raise it, first as a charge against their loyalty to the principles of Americanism and, secondly, as an invitation to take sides against the issue of "nativism" thus raised, or rather resurrected. The fate of that issue in the past should be a warning for the future, a warning the more impressive by reason of the changed conditions of population in the country. It is safe to say that in any contest over such an issue the principles of nationality, not of nativism, would win, and that the only "foreigners" in the field would be those who had disavowed these principles. Scratch the American (?) who raises the cry of "foreigner," and you will find a man whose only claim to the title of American lies in the accident of birth. Scratch the man against whom that cry is raised and you will find a true American, a man and citizen who makes good his claim to that title by a course of conduct in keeping with the principles upon which the American nation is founded. The difference between these two kinds of American is mainly the difference between accident and choice, between the man who is an American because he was born such and the man who is an American because he aspires to freedom and equality in national life.

The more one contemplates the progress of judicial interpretation (i. e., usurpation) in matters affecting the labor movement, the stronger becomes one's confidence in the virtue of the union label as a means of furthering the interests of that movement. Nowadays it is commonly remarked that the drastic anti-labor decisions of the courts will prove to be blessings in disguise if they produce the effect of forcing the organized workers to make full use of the powerful instrument which lies at their hand and which has so far been barely taken hold of. The chief element of its potency is the chief obstacle to the general demand for the union label. The adoption of the union label suggests nothing very radical or very heroic. The demand for that device involves no hardship or danger. Nobody is likely to go hungry or to suffer in any way by the union label propaganda. Because the union label is essentially a peaceful weapon, it appeals exclusively to reason and intelligence. The union label will never come into its own until the membership of organized labor is guided more by enlightened reason and less by primitive instinct.

Next to talking about it, the easiest and cheapest way of expressing opposition to Chinese, sweatshop and tenement-house labor is to refrain from purchasing the products of such labor. The union label is the only sure guide in such matters. Demand that device upon all products.

SENTENCED TO SEA!

A trip around the world on the oil ship *Comet* will mark the beginning of a ten-year term of probation for Raphael Scott, a self-confessed burglar, who appeared before Judge Ogden at Oakland yesterday. Scott admitted having broken into a saloon at Third and Franklin streets and stolen a phonograph and \$1.50 in coin. He is 19 years old, and in view of his youth the Court gave him this opportunity to reform. Judge Ogden was about to fix the term at fifteen years, the maximum sentence for burglary in the first degree, but Attorney J. L. Dibert succeeded in having the probationer's term set at ten years. Raphael was formerly a sailor aboard the revenue-cutter *Albatross*, who deserted, he said, because an Indian on the ship had threatened to kill him. —San Francisco Press Item.

Judge Ogden is evidently one of those brilliant jurists who regard life at sea as equal to life in prison, with the "added danger of being drowned." The breed of which Judge Ogden is an example is far too numerous. Some steps ought to be taken to reduce the number of judges who are so far lost to all sense of propriety and so ignorant of the principles of law as to make the merchant marine a reformatory for criminals. If nothing else can be done, the officials of the Department of Commerce and Labor can at least register a protest against this practice.

During the recent visit of the Atlantic Fleet to San Francisco Rear-Admiral Thomas, in a speech delivered at a citizens' banquet, severely scored the practice of some judges in dismissing incorrigibles with the understanding that they should enlist in the Navy. Admiral Thomas spoke with justifiable indignation at the practice in question, asserting the high character of the naval service and demanding that proper respect be shown toward that service by those in authority ashore. The Navy is fortunate in its defenders. The merchant marine has no defenders. The fate of that institution is in the hands of men who regard it either as a thing to make money out of or as an adjunct of the State's prison. The conception of these "champions of the American merchant marine" rises no higher than that of big subsidies and cheap crews. Of course, when it comes to the latter desideratum, the judge who opens the prison doors and sentences the inmates to a "long sea voyage" is a veritable "Daniel come to judgment"!

The article printed on page 1 of this issue under the caption, "Courts and Constitution," is interesting by reason of its authorship as well as by virtue of its intrinsic merit. The author, Hon. Walter Clark, LL. D., is Chief Justice of North Carolina and one of the leading jurists of the country. In addition to the interest attaching to the historical facts cited by him, Justice Clark's article possesses the merit of being above criticism upon the ground of hostility toward the Judiciary.

The Miscellaneous Trades Council, of Los Angeles, Cal., has issued the *Southern California Union Label Bulletin*, a monthly publication devoted to the work of increasing the demand for union-label products. The Bulletin will be distributed free throughout Southern California, Nevada and Arizona. Our new contemporary presents a business-like appearance and gives every promise of wielding a powerful influence in its field. Here's hoping that promise will prove performance.

Demand the blue label of the Cigarmakers when purchasing cigars!

COURTS AND CONSTITUTION.

(Continued from Page 1.)

art of government in this country is reduced to the selection of those five lawyers.

A power without limit, except in the shifting views of the court, lies in the construction placed upon the Fourteenth Amendment which was passed solely to prevent discrimination against the colored race, but has been construed by the court to confer upon it jurisdiction to hold any provision of any statute whatever "not due process of law."

Nothing can obtain benefit from the growing humanity of the age, expressed by the popular will in any State or the Congress, if such statute does not meet the views of five elderly lawyers selected by influences naturally antagonistic to the laboring class and whose training and daily associations can not incline them in favor of restrictions upon the power of the employer. The preservation of the autonomy of the several States and of local self-government is essential to the maintenance of our Government, which would expire in the grasp of a consolidated despotism. Nothing can save us from this centripetal force but the repeal of the Fourteenth Amendment or a recasting of its language in terms that no future court can misinterpret.

The vast political power now asserted and exercised by the court, to set aside public policies after their full determination by Congress can not safely be left in the hands of any body of men without supervision or control by other authority. If the President errs his mandate expires in four years and his party and himself held accountable at the ballot-box. If members of Congress err they must account to their constituents. The Federal Judiciary hold office for life, and though popular sentiment may change the entire personnel of the other two great departments of Government, a generation must pass away to change the Supreme Court, which possesses an irresponsible and unrestricted veto upon the action of the other departments—irresponsible because impeachment is practically impossible, and even otherwise could not be invoked as to erroneous decision.

The control of the policy of the Government is thus not in the hands of the people, but in the power of a small body of men not chosen by the people and holding for life. In many cases which might be mentioned, had the court been elected, men not biased in favor of colossal wealth would have filled more seats upon the bench; and if there had been such decisions as in the income tax, under the tenure of a term of years, new incumbents would have been chosen to pass upon it, men upholding the right of Congress to control the financial policy of the Government in accordance with the will of the present day and age, and not according to the shifting views which the court has imputed to language used by a mere majority of the fifty-five men who met in Philadelphia in 1787. Such methods of controlling the policy of Government are no whit more tolerable than the conduct of the augurs of old, who gave the permission for peace or war, for battle or other public movements, by declaring from the flight of birds, the inspection of the entrails of fowls, or equally wise devices, that the omens were lucky or unlucky.

It may be that this power in the courts, however illegally grasped originally, has been too long acquiesced in to be questioned; if so, the only remedy which can be applied is to make the judges elective and for a term of years, for no people can permit its will to be denied and its destinies to be shaped by men it did not choose and over whose conduct it has no control, having no power to change them.

Every Federal judgeship below the Supreme Court can be abolished by Act of Congress. The United States District and Circuit judges can be legislated out of office by simple Act of Congress. In 1831 the attempt was made to repeal Section 25 of the Judiciary Act of 1789, by virtue of which writs of error lay to the State Supreme Courts in certain cases.

The section was not repealed, but the repeal was supported and voted for by Henry Clay, James K. Polk and other leaders of both of the great parties of that day. But what is needed is not the exercise by Congress of such limited powers as it undoubtedly does possess and in emergencies will exercise regulating the functions of the courts, but a constitutional revision by which the Federal judges, like other public servants, shall be chosen by the people and for a term of years.

It will be said that Federal judges are now in office for life and that it would be unjust to dispossess them. State judges in each State, when it changed from life judges to judges elected by the people, were under the same conditions, but it did not prevent much needed reform.

When the Constitution was adopted, in only one State was the Governor elected by the people, and the judges in none. In most, if not all the States, the Legislature, especially the Senate branch, was chosen by restricted suffrage. The schoolmaster was not abroad in the land, the masses were illiterate and government by the people was a new experiment of which property holders were afraid. The danger to property rights did not then as now come from the other direction—from corporations.

In the State governments the conditions existing in 1787 have long since been changed. The Gov-

ernors and members of both branches of the Legislature have long been elective by manhood suffrage. In all the forty-five States save four, judges now hold for a term of years, and in three of these they are removable upon a majority vote of the Legislature. In Rhode Island the judges were thus summarily dropped when they once held an Act of the Legislature invalid. In England the will of the people, when expressed through their representatives in Parliament, is final. Even the King can not veto it and no judge ever dreamed that he had the power to set it aside.

It has never been charged that our judges are corruptly influenced; but the passage of a judge from the bar to the bench does not necessarily destroy his prejudices or his predilections. They go upon the bench with a natural and perhaps unconscious bias from having spent their lives at the bar in advocacy of corporate claims, which will unconsciously but effectively be reflected in the decisions they make. Having attempted as lawyers to persuade courts to view debated questions from a standpoint of aggregated wealth, they doubtless end by sincerely believing in the correctness of those views and not unnaturally put them in force when in turn they themselves ascend the bench. This trend in Federal decisions has been pronounced. Then, too, incumbents of seats upon the Federal Circuit and District bench can not be oblivious to the influence which procures their promotion—and how fatal to confirmation by the plutocratic majority in the Senate will be the expression of any judicial views not in accordance with the "safe, sane and sound" predominance of wealth!

In 1820 Mr. Jefferson had discovered the "sapping and mining," as he termed it, of the lifetime appointive Federal Judiciary, owing no gratitude to the people and fearing no inconvenience from them however arbitrary in the discharge of office; possessing the autocratic power of absolute responsibility. This is glaringly evident when we compare their jurisdiction in 1801 when Marshall ascended the bench, and their jurisdiction in 1907. The Constitution has been remade by the courts since then and rewritten in the judicial glosses put to it. Had it been understood in 1787 to mean what it is construed to mean to-day, it is safe to say that not a single State would have ratified it.

If the people are to be trusted to select the Executive and the Legislature they are also fit to select the judges. The people are wiser than the appointing power, which, viewing judgeship as patronage, has with scarcely an exception filled the Federal bench with appointees of its own party. Public opinion, the cornerstone of free government, has no place in the selection or supervision of their judicial augurs who assume power to set aside the will of the people though declared by unanimous Congress and Executive. The late Judge Seymour Thompson said:

"If the proposition to make the Federal judiciary elective instead of appointive, is once seriously discussed before the people nothing can stay the growth of that sentiment."

But the great aggregations of wealth know their own interests, and there is no reform and no constitutional amendment they will oppose more bitterly than this.

Some one observed to Mr. Gladstone that "the people are not always right," to which he replied, "No, but they are rarely wrong." When they are wrong their intelligence and their interests combine to make them correct the wrong, but when rulers, whether kings or life judges or great corporations, commit an error against the interests of the masses, there is no such certainty of correction.

The Government and the destinies of a great people should always be kept in their own hands.

Until the constitutionality of the amendment recently voted upon by the people of Oregon, authorizing the sale of \$500,000 worth of bonds by the port of Portland for buying tugs and other equipment for taking care of the towage service on the Columbia and Willamette Rivers has been determined, the organization will make no attempt to exercise its increased powers. The commission intends to induce some one to bring a suit in the Circuit Court to test the validity of the Act.

The American Steamship Company, operating between the Sound and British Columbia, at present in a fierce rate-war competition with the vessels of the Canadian Pacific Railway, was accorded an important leverage on June 8 upon receipt of news from Washington by Collector Harper to the effect that all vessels operating between American and British ports on a schedule of three trips per week or over would hereafter be released from payment of entrance and clearance fees and tonnage tax so long as a tri-weekly or better schedule is maintained.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., June 3, 1908.
Shipping improving.

HANS FALK, Secretary pro tem.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 15, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping continuing dull. Balloting for officers was proceeded with.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, June 8, 1908.

No meeting; no quorum; shipping dull.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, June 8, 1908.

No meeting; no quorum; shipping and prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, June 8, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, June 7, 1908.

Shipping and prospects very poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 8, 1908.

Shipping and prospects medium.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, June 8, 1908.

Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 7, 1908.

No meeting; no quorum; shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 8, 1908.

Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, June 1, 1908.

No meeting; no quorum. Shipping poor; prospects uncertain.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 11, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

51 Steuart St. Phone Kearny 5955.

Seattle Agency, June 3, 1908.

No meeting; shipping fair.

LEONARD NORKGAUER, Agent.
Colman Dock. P. O. Box 1335. Phone, Sun Main 2233.

San Pedro Agency, June 3, 1908.

No meeting; shipping poor.

CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 8, 1908.

Situation improving.

WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 8, 1908.

Shipping medium; prospects uncertain.

WM. H. FRAZIER, Secretary.
1½ Lewis St.

DIED.

Victor Anderson, No. 165, a native of Finland, aged 51, died at Seattle, Wash., on June 6, 1908.

William G. Dabel, No. 427, a native of New York, aged 25, drowned in the Columbia River, May 30, 1908.

Eyvind Garborg, No. 638, a native of Norway, aged 26, died at Nushagak, Alaska, on August 9, 1908.

Edward Wenner, No. 406, a native of Finland, drowned from lightship, near Seattle, Wash., May, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

AN UNJUSTIFIABLE ARREST.

Possibly one of the most unjust arrests ever made, occurred in Conneaut on June 5. A fireman named Wm. Hughes was stopped on his way to the steamer Rensselaer, by one of the dock police. He was told by the latter that his boat had gone out, and his card pass was demanded. Hughes rightly refused to give up his card, which had to be signed by the Chief Engineer before he could draw his pay. The policeman, Frank Long, then ordered him off the dock after trying to take his card, and called a policeman named Gee to his assistance. Gee struck Hughes across the head with his club, knocking him down. Then the two officers took Hughes to jail. Delegates Jenkins, of the Seamen, Kerr, of the Firemen, and Allen, of the Cooks, attempted to get into the police station to learn the charge against Hughes, but Long refused to allow them to enter. Jenkins sent for a city policeman, who forced his way into the station and told Jenkins to follow. Hughes had been locked in the solitary cell, his head all cut from the blow of Gee's club. We washed his head, and had him taken immediately before Mayor Parish, who, after hearing both sides, immediately dismissed the case, and gave the Steel Trust police notice that if they used their clubs again action would be taken against them. For this, I wish, in the name of all Union principles, to tender my thanks to Mayor Parish and Chief Tinney of Conneaut. It is in times like these that Union men are given the opportunity to see for themselves just how fair or unfair toward the cause are the men who when seeking office, pretend friendship for unionism. Mayor Parish stood fairly for the right. I do not mean that we should expect to be supported in wrongdoing. I would not respect him if he did that, but what I do mean is, that he gave his decision fairly and honestly, irrespective of the wishes of the powerful influences for the prosecution. Gee, who used his club so freely, is said to belong to the Brotherhood of Locomotive Firemen, and charges will be preferred against him at once.

Conneaut, O. W. H. JENKINS.

SIGNALS FOR BRIDGES.

Major Graham D. Fitch has given orders for the use of the following signals for bridges on Duluth-Superior harbor. When approaching any of the bridges all vessels must give:

Interstate bridge—One long, one short and one long whistle.

Wisconsin draw Northern Pacific bridge—Two long and two short.

Minnesota draw Northern Pacific bridge—One long and two short.

Grassy Point bridge—Two short and one long.

Lambourn-avenue bridge—Three short.

Aerial bridge—Three long.

All, except the last named, are draw bridges and will be opened upon the proper signal being given by an approaching vessel.

The signal to the Aerial bridge is a cautionary one and should be given at a good distance from it.

WARNING TO GO SLOW.

The following notice has been sent out to all masters and pilots by William Livingstone, President of the Lake Carriers' Association:

"Gentlemen: As you are aware, the railroads are engaged in constructing a tunnel in Detroit River near the Michigan Central Railroad ferry slips. They complain that the work of the plant engaged in the tunnel construction is often seriously hindered by the speed of passing vessels, and this is especially the case when the tubes forming the sections of the tunnel are being lowered into place. Vessels should at all times run under check when passing this work and also further reduce their speed when signaled to do so by three short blasts of a whistle on the contractor's plant.

"A request has been made by the United States Engineer, Colonel C. McD. Townsend, that our masters and pilots co-operate in protecting this work.

"The original intention of the contractors was to drive piles in the river during the construction of this work, but they now propose, unless seriously interfered with, to avoid doing so altogether, which will be a benefit to navigation.

"W. LIVINGSTON, President."

CITY OF CLEVELAND.

Amid a tremendous din of whistles and saluting cannon the new 444-foot Detroit & Cleveland line steamer City of Cleveland, the largest side-wheel craft on fresh water, left her dock at Detroit on June 4, on her first trip, carrying 500 members of the Detroit Board of Commerce on a four-days' excursion to Sault Ste. Marie.

The City of Cleveland was built at a cost of \$1,250,000. Her three-cylinder compound engines, said to be the most powerful ever placed in a Lake ship, develop 8,000 horsepower and are capable of driving the ship twenty-five miles an hour. The ship's interior woodwork is carved Mexican mahogany. A passenger elevator connects the seven decks, and a bow rudder operated by steam steering gear will facilitate navigation of the narrow passages along the Lakes.

The Zenith Dredge Company, of Duluth, has finished dredging in Portage River, where the steamer John R. Stanton recently grounded. Just a few hours before finishing the job the 3,500-pound anchor, lost by the steamer Orinoco last October, and which it was claimed the Stanton struck, was fished up. As a result of the completed dredging, Portage River is free for navigation, the channel averaging twenty-two feet in depth.

According to the Government traffic report for May every department showed a large decrease from last year's figures except passenger traffic. The figures show that 422 more persons were carried in May than during the corresponding month a year ago. Last year the freight tonnage for the month was nearly 8,000,000 tons while this year it is slightly over 1,500,000 tons.

NEW HARBOR OF REFUGE.

With the backing of the marine interests in general, a bill to make Marquette a harbor of refuge is to be urged at the next session of Congress. The proposed project will cost \$350,000 and has been hanging fire several years. It was approved in a report submitted to the House of Representatives in 1903 by the War Department, but only at the close of the recent session was a measure carrying the proposed appropriation introduced. Representative H. O. Young, of the Rivers and Harbors Committee is the author of the bill, and he is hopeful of its favorable consideration.

The plan has the approval of the Government engineers and the Lake Carriers' Association. At present there is no adequate place for shelter for ships anywhere in that part of Lake Superior, except Marquette, and the sheltered area is restricted, and, because of the limited length of the present breakwater, subject to undertows. The plan, in brief, is the extension of the present concrete breakwater in a southwesterly direction from its present end, instead of straight out. The proposed length of the new pier is 2,000 feet and it will shelter a large fleet.

NEW FUEL DOCK.

Pickands, Mather & Co.'s new fuel plant at Detour is completed and ready for business. The dock is located at what is known as Spring Bay, midway between Gaffney Point and Sweet's Point in the Soo River. W. L. Sherwood, who has looked after the firm's interests in the Soo River for a number of years, is in charge.

The new dock is equipped with all the latest appliances and has ten pockets. Steamers can land head down or up as the captains prefer, there being no current. The channel is wide and in good shape, there being four fathoms of water in the vicinity of the dock.

The dock, which will be well lighted, will be operated day and night throughout the season.

Work has been resumed on Rock of Ages light in Lake Superior, the light-house engineers having found everything intact after the severe winter. It was early reported that the thirty-five-foot platform, from which nearly all the work is done, had been carried away by ice, which had completely covered it, but this was found not to be true. The great cylinder on the rock has been filled with concrete, providing the foundation for the house and the skeleton of the tower is now being put up.

William M. Mills, manager of the Tona-wanda Iron & Steel Company's fleet, announces the following changes: Captain Alex. Johnson, now on the Fleetwood, was appointed master of the James Corrigan, recently launched at Detroit; Captain Charles Christie of the steamer Packer goes in the Fleetwood, and B. J. Galligher, formerly mate on the Fleetwood, takes command of the steamer Packer.

AN AGE OF CHIVALRY.

When we speak of the age of chivalry we are apt to imagine the existence at an earlier period of a finer sense of honor, of loftier ideals, of sublimer courage and of more devoted unselfishness than are found in the practical workaday world of to-day. As a matter of fact, "very gentil parfit knights," such as Chaucer describes, who rode about with a squire rescuing distressed damsels and redressing wrongs generally, were very few. The age was comparatively a harsh and cruel one. Oppression and violence prevailed, and human rights and justice were little regarded. Poverty was more general, and the condition of the poor more abject than anything we know, and the richest enjoyed little of the comfort which is to-day well nigh universal. People were supposed to bear the ills to which they were born, and all the efforts of a dozen knights in mail with plumed hats did not go as far toward alleviating misery in a month as do the ministrations of a single visiting nurse now.

We live in an age of chivalry vastly expanded. Where there was one worker for others in the knights' days there are a hundred now, and chivalry permeates the spirit of all the good causes which enlist so many willing hands. Between the tenth and fourteenth centuries it was but in the bud; now it is in flower, and later on the full harvest of fruitage will come. There never was a time when there was such universal war against oppression of the weak and helpless, when every form of cruelty was so indignantly frowned upon, when womanhood and childhood were more sturdily championed and protected, when the poor and sick were so tenderly regarded and cared for, or when the lower animals were made the objects of such solicitude and shelter from harm and suffering. There never was a time when, at peace as we are with the world, there were more constant exhibitions of quiet, modest courage and splendid heroism than are constantly occurring in the records of our daily lives. In all sorts of accidents—by fire and flood, by the forces of nature, by travel and by the operation of great industries—there is always some one ready, generally some unknown, unheralded person, to risk his life in order to save others. If that isn't chivalry there never was such a thing. We do not yet by any means possess all the virtues, but courage and unselfish devotion in times of stress are very good to build upon.—Washington Post.

Capitalists of South Chicago have organized a new boat line under the name of the South Shore Transportation Company. The line will operate between Chicago, South Chicago and Calumet River to Riverdale Park. They have purchased the steamer R. E. Rourke and renamed her the South Shore and also a St. Joseph River steamer named the Tourist.

General Manager T. F. Newman, of the Cleveland & Buffalo Steamship line, was in Sandusky recently seeking to charter a vessel for the Buffalo-Crystal Beach route. He inspected the Ossifrage, a Canadian vessel from Windsor, and the Lakeside, but did not make a deal.

Demand the union label on all products.

MOVING PICTURES IN SCHOOLS.

The school boy and girl of Mexico are going to be globe-trotters almost by the time that they are in their teens. The announcement is made that with certain studies the moving-picture machine will be used in the public schools. It is stated that the scheme has been tried successfully in Germany, and that it will be introduced here to a considerable extent.

This undoubtedly is one of the greatest advancements made in the public school system of this republic, and it is a project that will appeal to everyone as being most practicable and interesting.

How much better would have been our knowledge of Mexico, how much truer our idea of what this city is, of its wealth and advancement, if, while we were students in the higher grammar grades or high school, we had seen a lifelike moving picture of scenes taken in Mexico City and elsewhere illustrative of the republic and her industries.

With most of us until we came to Mexico this republic was simply a place on the map to us. All the reading and study that we may have put into the consideration of Mexico did not give us anything like the true conception of this great country that we would have secured had we seen a few views of life in the republic taken with our study of the subject as outlined in the geographical textbooks.

What the moving picture would have done for us in giving us something of a comprehensive and clear idea of Mexico it will do for the Mexican pupil in giving him a clear idea of the United States, of Europe, and, in fact, of the whole world, for in this day and age the moving-picture man has gone to every land and every out-of-the-way place to get films for display in the civilized world.

The move in Mexico is just a start, but it is a very commendable start, and it is safe to predict that within a very few years the system now inaugurated will be improved and extended until the student receiving a high school diploma will in fact be a well-traveled person, with an ordinarily comprehensive and true idea of almost every place in the entire world.—Mexico Daily Record.

The Japanese steamship Hirosaki Maru called at Nagasaki on December 25 en route from Fusan, Korea, to Kagoshima, having on board 62 Korean laborers, including 2 women and a child, who have been engaged by contractors to work on the Japanese Government railway now in course of construction between Kagoshima and Yatsushiro. Their wages will be 70 sen (35 cents) per diem each, from which the contractors may deduct 25 sen (12 cents) for food.

The steamer Daniel B. Meecham, which is building at the Ecorse plant for the Frontier Steamship Company of North Tonawanda, will be launched at noon on June 25. Thomas Derringer will bring her out.

The office of the Marine Firemen, Oilers and Watertenders has been moved to Park and Harbor streets (192 Park avenue, upstairs), Conneaut, Ohio.

Both of the new lower Weitzel lock gates, which were built this spring by the Government on the lower south wall of the Soo, have been completed. The new gates are built somewhat on the style of the Canadian gates, the difference being that those across the river are solid timber throughout, while the new ones are solid only to a short distance above the water line.

The Union Trust Company of Detroit has trusted an issue of \$150,000 first mortgage bonds on the steel steamship Adam E. Cornelius, owned by the American Steamship Company, of Buffalo. The boat was built by the Great Lakes Engineering Works at a cost of \$300,000.

Demand the union label on all products.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Eugene D. Kinnear, No. 13658, Lake Seamen's Union, is inquired for by Chas. E. Kinnear, 364 Fargo avenue, Buffalo, New York.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

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Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

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ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
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Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

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Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

THE FUTURE OF THE PACIFIC.

"Henceforth European commerce, European thought and European activity, although actually gaining force, and European connections, although actually becoming more intimate, will nevertheless relatively sink in importance, while the Pacific Ocean, its shores, its islands and the vast region beyond will become the chief theater of events in the world's great hereafter." This remarkable prophecy by Seward in 1852, made while Japan was still shut out from contact with the world, at a time when Alaska was as unknown and remote as Central Africa in that day, seventeen years before the first transcontinental railway was built, and long before the first steamship line from America to the Orient was started, is now emerging toward reality.

At the time when the Commissioners of the United States and Mexico met, in the closing days of 1847, to frame the treaty of Guadalupe Hidalgo, which ended the war between those countries, nobody dreamed that gold or silver in any important amounts would ever be found north of Mexico's present northerly boundary. Since then, however, more than \$6,000,000,000 of these two metals have been mined in California, Nevada, Alaska and the Rocky mountain region. And coal, iron ore, copper and other minerals abound on that side of the continent. Aside from the production of gold and silver, the mineral wealth of that locality has scarcely been touched; and in Alaska, which has already produced \$150,000,000 of gold, the capabilities have hardly yet been fairly revealed.

On the mainland of the United States west of the Rocky Mountains there are more than 3,000,000 of people. Men are living now who will see 40,000,000 or 50,000,000 of people in that locality. By the Census of 1900 there were 343,000 inhabitants in San Francisco, 102,000 in Los Angeles, 90,000 in Portland, 81,000 in Seattle, 54,000 in Salt Lake City, 37,000 in Tacoma and 36,000 in Spokane. Except San Francisco, which has been impeded by earthquake, fire and bad municipal government, all those towns have grown rapidly in the past eight years.

At the ocean gateways on our Pacific boundary \$91,000,000 of merchandise was imported in the calendar year 1907, as compared with \$51,000,000 in 1897. Their exports in 1907 were \$94,000,000, and in 1897 were \$64,000,000. In each item this is a larger relative gain than was made by the ports of the Atlantic Coast in those ten years. In imports in 1907 San Francisco stood fourth on the list of ports, being led in this order by New York, Boston and Philadelphia only. As our trade with Japan, China and the Orient in general is bound to expand with great rapidity in the future, the element of proximity will give a decided advantage to San Francisco, Seattle, Tacoma and the other big ports on our western seaboard, as compared with Atlantic ports or those of Europe.

The five transcontinental lines of railway already in existence aid in furnishing work for the steamers plying between our Pacific Coast towns and the Orient.—Charles M. Harvey in Leslie's Weekly.

The Chinese Government has spent the sum of 131,800 taels (tael about 80 cents) during the year 1907 for students studying in foreign countries.

TRANSFORMING THE SAHARA.

The French have now in their service in the Sahara Desert some thousands of camels that can travel about two and a half times as fast as the ordinary baggage camel. This fact is doing more than anything else to bring the whole desert into subjection to France.

The French regard the mehara, as these fast camels are called, as so important for their future work in the desert that they are bending every effort to increase the number. They have recently offered money prizes which will be distributed among those inhabitants of the oases who breed the largest number of mehara and the best specimens.

Some of the prize money will go to the owners of animals that win in trials of fleetness. The people of the oases will thus have an opportunity every year to see camel races, which will be a new form of sport among them.

At present the French cannot get all the mehara they need to provide animals for the Saharan military companies that are scattered among the new posts. The mehara are also wanted for the large caravans by which the Government intends, in advance of the building of railroads, to connect the principal oases with the markets of Algeria.

The natives are not able to raise all the wheat they require, but their palm groves are yielding more and more dates. They expect hereafter to have an enormous quantity of dates to send north, and the camels that carry them will bring back cereals and other needed supplies. The French hope to have 100,000 fast camels in the service within a few years.

The Sahara is also benefiting by a larger water supply every year. The date crop is increasing because the French are so active in drilling or digging through the upper rocks and tapping deep sources of water. This work last year added 7500 gallons of water a minute to the supply in one of the oases of Tuggurt.

This additional amount will irrigate 2000 acres of palm groves and the oasis will be increased in size to this extent. The additional water will nurture 120,000 trees, from which a revenue of \$80,000 a year may be derived besides an important sum from the cultivation of forage plants, vegetables and fruit trees in the groves.

A single well that was sunk last year in the region of the Wad Rir gives the high yield of 2600 gallons a minute and the formation of a new oasis of 90,000 palm trees is now in progress.

Fast camels and water are thus doing wonders for the Sahara. In the Wad Rir region fifty years ago there were only about 300,000 date palms, where now much more than 1,000,000 are cultivated, and the population, now 30,000, has quadrupled in a generation.

Perhaps the Governor-General of Algeria is right in his prediction that the French enterprises will make it possible for the Algerian Sahara to provide food for 1,000,000 more inhabitants than it now supports.—New York Sun.

The quantity of fish, exclusive of salmon, caught on the coasts of the United Kingdom in 1906 amounted to 20,541,394 hundredweights, against 20,164,276 hundredweights in 1905.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

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Headquarters:
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SAN FRANCISCO, Cal., 93 Steuart St.
COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Or., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Or.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

LABOR PAPERS ON PACIFIC COAST.

(Continued from Page 2.)

umns of the paper. This Haskell proceeded to do in the most vitriolic manner. But one evening, while out in search of news, he attended a meeting of the Trades Assembly, became interested in the proceedings, and finally offered to make his paper its official organ. Through the efforts of Frank Roney, President of the Assembly, who recognized in young Haskell those qualities which might make him a valuable acquisition to the labor movement, the offer was accepted and from that time until the close of its career, it steadfastly advocated the cause of the workers. As a weekly it survived for about two years, and was then issued as a monthly in magazine form for six numbers. In the meantime Haskell had become a radical socialist and soon followed this by accepting the doctrines of anarchy. Truth was made the medium through which these ideas were propagated. In its general tone the paper was very aggressive and radical and won for itself a national reputation. During 1885-87 Haskell took a most active part in the labor movement and some years later organized a co-operative colony in Tulare County. While so engaged, he published a weekly paper, *The Kaweah Commonwealth*. His life story is without doubt one of the most spectacular and fantastic in the history of labor upon the Pacific Coast, and it is the hope of the writer to lay a sketch of his life before the workers of San Francisco at some future time.

In February, 1884, the publication of *The Daily Star* was undertaken by James Barry, who for some time had been a prominent figure in labor circles. After a short existence as a daily it was turned into a weekly and since that time has continued to be published as such. Although, strictly speaking, *The Star* has not been a pure and simple labor journal, nevertheless its continued advocacy of labor's interests has won for it a warm place in the hearts of San Francisco's workingmen.

Three years later (1887) when the Cooks' and Waiters' Union was struggling to unionize the restaurants of San Francisco as well as of the State, it issued for a short time a little trade journal called *Our Union*. In the year following (1888) was begun the publication of one of the most valuable labor papers ever issued on the Coast, *The Pacific Union Printer*. For ten years it served as the official journal of the Allied Printing Trades Council, and when in December, 1899, the Council voted to suspend publication, its withdrawal from the list of active labor papers called forth many regrets from the workingmen. During the last year Dame Rumor hath it that there is some likelihood of its revival. Here's hoping that such may be the case.

As a result of renewed agitation for an eight-hour day, Miles Farland began the publication of *The Eight Hour Herald* in November, 1889. This journal survived for scarcely a year and was followed in May, 1890, by *The Future*, edited by J. S. Collins. In 1890 Bushnell and Thurman started *The Pacific Coast Trades and Labor Journal*. A few years later (1894) McGlynn and Johnson began *The New Union*. This was fairly successful for a while, but was succeeded in 1895 by *The Voice of Labor*, with McGlynn as editor. This paper was made the organ of the Labor Council as well

as of the Building Trades Council, and it was the withdrawal of the latter's support several years later that caused its suspension.

Passing mention only can be made of *The Pacific Coast Railroader* (1892), *The Labor Herald* (1894) and *The Union Labor Voice* (1903), the last two being devoted almost entirely to advocating political action on the part of organized labor.

Few if any labor movements in the United States can boast of such able champions as the San Francisco unions possess today in the *COAST SEAMEN'S JOURNAL*, *Organized Labor* and *The Labor Clarion*. These papers are known throughout the country as the staunch supporters of unionism, ably edited and successfully managed. *The COAST SEAMEN'S JOURNAL* was started in 1887 as the organ of the Coast Seamen's Union, then as now, one of the most powerful organizations upon the Pacific Slope. Starting out "with a hard row to hoe" it has fought a glorious battle and at the present time is known among the sea-faring men of all nations. In 1900, when the Buildings Trades Council decided to issue its own journal, it announced that the paper was to be known as *Organized Labor* and that its editor should be chosen by means of a competitive test, all candidates being required to write an editorial upon "Organized Labor." It was by this means that the editorship was decided. The first number of the paper appeared February 3, 1900. The Labor Council had never issued an official organ and early in 1902 it decided that such should be done. On February 28 of that year the first number of the *Labor Clarion* was published. As the representative of both the Labor Council and the State Federation, it has been of valuable assistance in building up the labor movement upon the Coast.

The first paper published in Oakland in the interests of the workers was *The Labor Advocate* (1888), the organ of the Knights of Labor and the trades unions of Alameda County. It was followed in 1891 by *The Pressman* and by *The Industry* and *The Oakland Printer* in 1894. All of these, with the exception of the last, experienced a very precarious existence and soon disappeared. The *Printer*, however, survived for a number of years and was a very vigorous and successful journal.

In Los Angeles the following papers have been published either by or for the unions of that vicinity: *The Union Printer* (1890), *The Industrial Age* (1892), *California Federationist* (1894) and *The Labor World* (1896).

In April, 1897, the printers of San Diego struck for higher wages, and after forming a union of their craft, published a paper for some time called *The News*. The San Diego Union followed it a year later and in 1889, the printers again being on strike, issued *The San Diego Appeal*. None of these papers survived for any length of time.

The first labor paper published in Oregon was *The Avant Courier* (1887), issued as the organ of the Portland Federated Trades, with W. C. Owens as editor.

In Washington the following labor papers have been published: *The Washington Typo* (1890), *The Industrial World*, Spokane (1890), *The Seattle Citizen* (1890) and *The Seattle Labor Gazette* (1895).

There have been a number of other papers that have appeared from time to time and

which are perhaps of greater importance than many of those above mentioned. The writer will be deeply indebted to any one who will kindly furnish him with any information concerning them. Furthermore, does any one know where it is possible to find copies of files of any Pacific Coast labor papers? The fire and earthquake of two years ago destroyed the collections of labor material in San Francisco and it is the hope of the writer that copies of some of these old papers can be found in other parts of the Coast States. During the past two years he has been at work upon a labor history of the Pacific States, and it is with the idea of using this material in completing the task that this appeal is made to the readers of *The Labor Clarion*. Kindly address all communications to the writer at 3025 Ellis avenue, South Berkeley, Cal.—Ira Cross, in San Francisco *Labor Clarion*.

THE GERMAN UNEMPLOYED.

The following report, dated at Plauen, January 25, details some of the methods in Germany to furnish work for the unemployed:

Owing chiefly to a depression in manufacturing and building in Plauen, there are many persons here of both sexes out of work. Their number, estimated from 2,000 to 3,000, is sufficiently large to engage the serious attention of the remaining population. The unemployed have held meetings to consider the situation and various means were discussed to alleviate the growing distress. All looked to the authorities for relief. It is urged by the unemployed that the local factories should not be allowed to operate after the legal closing hours, on the ground that if it is necessary in some factories to work overtime the extra labor should be given to the unemployed.

The authorities were petitioned by the unemployed not to tax those out of work. It was asked further that the extension of old streets or the laying of new ones projected for a later time be begun at once. It is not unlikely that these improvements will be started earlier than planned, not so much as a result of the formal demand of the unemployed as from the desire of the municipality to help such deserving inhabitants who are for the time being without means of support.

This assistance has lately assumed such tangible shape that a bulletin has been posted to the effect that the unemployed may present themselves at the office of the city building commission. Those who have lived longest in this city will be given the preference in the assignment of work. It is hoped that in the spring, when there will be more private building and hands on the farms at a premium, a greater activity will also become manifest in the Plauen lace factories, with the result that the demand for local labor will be sufficiently strong to absorb all those who may be without employment.

A letter from Norton and Son, of New York, agents of the American and Manchurian Line, to the Bureau of Manufactures states that they have dispatched since June, 1907, 11 steamships for Dalny, and for the first six months of 1908 will have two sailings each month, after which they will have one sailing per month.

Home News.

The New York Legislature on June 11 passed a bill prohibiting gambling on the race tracks of that State.

Four deaths resulted from a heat wave which swept over Chicago, Ill., on June 8. A number of prostrations are also reported.

Secretary of the Treasury Cortelyou on June 12 made public a Treasury Department circular carrying into effect the new Currency Act.

Governor Johnson of Minnesota announces that he will not be a candidate for Governor for a third term as he is opposed to the third-term idea.

It is reported that President Roosevelt will go to British East Africa to hunt elephants and other big game immediately after the expiration of his term, March 4.

It is reported that the California brewers will boycott Oregon hops as a result of the Prohibition sentiment expressed at the recent elections in the latter State.

Commissioner-General of Immigration Sargent has issued instructions to break up the gang engaged in smuggling Chinese across the border via Los Angeles.

Data that have been compiled on the Oregon election of June 1 show that 270 saloons were put out of business by the vote taken under the Local Option law.

The Standard Oil Company was convicted of violating the Interstate Commerce law at Rochester, N. Y., on June 12. The maximum penalty in the case is a fine of \$800,000.

The bill to place the telegraph and telephone companies under the jurisdiction of the Public Service Commission was defeated in the New York Assembly on June 11 by a vote of 55 to 36.

C. J. L. Meyer, aged 77, the first President of the Chicago and Northwestern Railroad, and former Mayor of Fond du Lac, Wis., on June 4 applied to the Associated Charities of Milwaukee for admission to the County Poorhouse.

Postmaster - General Meyer announced on June 3 that an agreement had been reached with the British Government providing for letter postage of 2 cents an ounce between the United States and Great Britain and Ireland, to become operative October 1, 1908.

It is said that the United States Steel Corporation will provide rails for relaying practically the entire track of the Siberian Railroad and probably more than 1,000,000 tons of eighty and eighty-five pound rails will be required for the purpose. The cost will be about \$25,000,000.

At the convention of International Association of Chiefs of Police, held at Detroit, Mich., on June 4, a resolution was adopted calling upon the President, Congress and the members of the various State and Canadian Governments for the enactment of a law governing the use and sale of deadly weapons.

The first session of the Sixtieth Congress adjourned on May 30. Among the bills still on the Speaker's desk were the following: For greater air space on steamships for immigrants; amending the immigration laws so as to provide for an appeal in naturalization cases to the United States Circuit Court of Appeals, and raising the cost of naturalization from \$5 to \$10, and legislation affecting the several Territories.

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INFORMATION WANTED.

John Browne, a native of Courtmacsherry, County Cork, Ireland, is inquired for by relatives. Address, Coast Seamen's Journal.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

Herman Lindtke, formerly sailing as a carpenter on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

John Bersch, last heard of as mate of the bark Reaper in 1903, and supposed to be in Alaska, is inquired for by relatives. Address John Schultmann, Sailors' Union, San Francisco, Cal.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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Portland, Oregon

Seattle, Wash., Letter List.

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Alurg, C.	Kristoffersen, Geo.
Allbright, E.	Kummerlowe, O.
Andreasen, Johan	Larsen, F.-1098
Andersen, A. E.	Laatz, L.
Anderson, A. P.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Lekstman, James
Andreasen, O. L.	Lekstman, W.
Afts, P.	Lindberg, John
Atkinson, S.	Lind, H. E.
Bateman, S. J.-1207	Lindroos, Chas.
Baardsen, E. M.	Lichtenberg, Max
Baarsen, Carl	Lohne, Evan
Bertelsen, Alf.	Lowe, M.
Berg, H. M.	Leverson, Olaf
Bernsen, Carl Theo.	Locke, H.
Berggren, Gustaf	Lubeck, R. A.
Benson, John	Magers, P. M.
Bianca, F.	Martinsen, Christ.
Birkelund, R.	Martin, Geo.
Blomquist, B.	McAdam, J.
Blomqvist, H.	McKerron, W.
Bowling, Thos.	McCallick, W.
Brander, W.	Mikkelsen, Jas.
Borgan, J.	Mikkelsen, Krist.
Bradlin, J.	Mittelut, E.
Brand, P.	Morris, O. R.
Burke, James	Myren, A.
Buckman, F.	Nass, Karl
Campbell, Albert	Nielsen, W.
Case, H. P.	Nielsen, N.
Carlsen, Harry	Noshis, P.
Christoffersen, John	Nordenberg, J.
Clark, S. D.	Nierse, U. S.
Clingberger, John	Olsen, W.
Coffman, M.	Olsen, H.-959
Cori, V.	Olsen, Johan
Colby, E. E.	Olsen, Otto
Curran, N.	Olsen, O. B.
Devenna, Dan	Owens, J. H.
Derrick, Geo.	Palm, W.
Dowling, S. G.	Petersen, Olavus
Drager, Otto	Petersen, Eric
Edwards, E. M.-149	Pel, J. Van
Ellasen, H. I.	Penningrud, L.
Erikson, P.	Petersen, Melr
Eskelsen, N. P.	Petersen, Oscar
Eskola, H.	Persson, H.-1230
Evensen, E.	Pederson, K.-980
Everksen, Olaf	Picard, F.
Targusen, Julius	Pletanza, A.
Farley, Geo.	Polge, L.
Fabeck, L.	Purnhagen, L.
Fitzgerald, H.	Rasmussen, F.
Ford, O. A.	Rommell, A.
Gahrlelsen, G.	Rogeness, A.
Gronlund, O.	Saarl, K. G.
Grunhock, J.	Scarashola, M.
Gumwho, E.	Schultz, E.-1842
Gulliver, W. H.	Scott, Alf.
Gudmundsen, J.	Scott, E. G.
Gunnarson, Geo.	Sivertsen, S. B.
Hansen, J. M.	Smevig, J. J.
Haakonsen, H.	Southerland, A.
Hansen, O. Th.	Sorensen, W.
Hansen, Mike	Soriano, A.
Hilxon, J. W.	Soderlund, J. O.
Hjelkrem, T.	Sorensen, Hans
Holgaard, T. S.	Stein, Albert
Hagan, eBn	Steen, Ivar
Iversen, I.	Stuhr, H. M.
Ingebretsen, C.-69	Swanson, G. F.
Jack, P.	Svenkerud, H. J.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Ed.	Svensson, B.
Jakobson, O.	Sufferson, Knut.
Jordt, P.	Thorne, G.
Johnson, C. T.	Thomason, K.
Johnson, J. W.	Thomason, S.
Johnson, Gunder	Thompson, C.-720
Johnson, Carsten	Torgusen, A. T.
Johnson, Alf.	Turminen, Alf.
Kahlbetzer, F.	Udby, H. L.
Karlson, K. A.-551	Wallace, Alex
Ketala, H.	Westad, Johan
Kelly, R.	Whitby, Albert
Kjelgren, J. A.	Wemmer, Geo.
Knudsen, R.	Wirtanen, C.
Kristoffersen, Emil	Yerna, F.

Pt. Townsend Letter List.

Dietricks, Carl	Mowder, Karl
Echman, William	Milsen, M. O.
Healy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Stacheassen, C.
Ligestraim, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moberg, Alfred	Woker, Hermann
Moller, Andrew	

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Ernst Sawitza, aged 23, last heard of in 1905, at that time a member of the Atlantic Coast Seamen's Union, is inquired for by Theo. Sieger, 1247 Cottage Place, Milwaukee, Wis.

Carl M. Baarson left Milwaukee, Wis., on September 8, 1905. Anyone knowing his present whereabouts please notify his mother, Mrs. S. M. Baarson, 295 Mineral street, Milwaukee, Wis.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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CHRONOMETER
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HONOLULU, H. T.**Portland, Or., Letter List.**

Borge, -1568	Jakobsen, Ole
Bade, Alex.	Johansen, F. B.
Boose, Paul C.	Johnson, Andrew
Behrens, Emil	Johannesen, 1441
Berthelsen, Alfred	Jensen, Geo. L.
Brookman, Robert	Kone, Ernest
Coye, Chas. F.	Lindholm, Gustaf
Cone, Pierre	Ludlow, James
Connecke, Hugo	Lettre, Honore
Dahl, John	Lerch, Paul
Eriksson, E. J.	Lewis, W. J.
Frijland, Carl J.	Martin, John B.
Hansen, Geo. J.	McArthur, Chas. A.
Holmberg, O. B.	Mikkelsen, J.
Hansen, Aldan	Nelson, Johan
Hansen, H.	Nilsen, Edvin
Hassall, S. G.	Nelson, Louis
Hartman, Chas.	Olsen, John
Hilariou, Chas.	Pohlmann, Hans
Hegan, Paddy	Peterson, H.
Jensen, -1826	Peterson, J. A.
Jensen, Peter	Wahlstedt, -778
Jahnke, Arthur	Wilsen, Anders

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INFORMATION WANTED.

David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

SEATTLE, WASH.

Change of Ownership SaleMcCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
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every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
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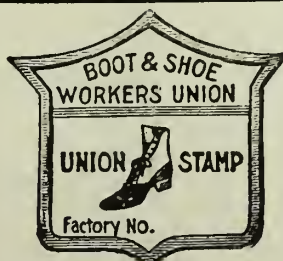
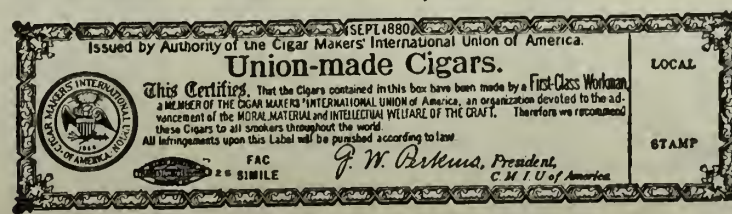
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News from Abroad.Brazil has started a drastic cam-
paign to stamp out tuberculosis and
has set aside \$1,250,000 for the work.A prize of \$4000 has been offered
by M. Armengaud, of Paris, for the
first acroplanist who remains in the
air for thirty minutes.Among other courtesies, King Ed-
ward made Emperor Nicholas an Ad-
miral of the British fleet during the
former's recent visit to Russia.According to letters received at St.
Petersburg from Harbin, a serious
boycott on Japanese wares has de-
veloped in Manchuria.The Mexican Government maintains
that any report that peace between
the Yaqui Indians and the Federal
Government has been declared or is
assured is premature.According to the Iron and Steel
Trades Journal, there has recently
been effected a great combination in
the British steel trade, with a capital
of \$375,000,000.On account of the improvement in
the situation the Spanish Government
has withdrawn the decree suspending
the constitutional guarantees at Bar-
celona and Gerona, which was issued
as a result of the terrorist campaign
last December.The Municipal Council of Moscow,
Russia, has decided to celebrate the
80th anniversary of the birth of Count
Leo Tolstoy by opening on September
10 a public library in that city and
by giving the count's name to the
school he attended in his youth.Three girls and eleven men were
sentenced to death by court-martial at
Warsaw, Poland, on June 1 for at-
tacking a post car at Sokolow on the
Vistula Railroad last January. A bomb
thrown at the car killed two and
wounded ten soldiers and railroad em-
ployes.The German Imperial Court on June
2 sentenced Herr Schiwara, a well-
known author, to twelve years in jail
and the loss of his civil rights after
having found him guilty of disclosing
German military secrets to France and
thus endangering the defenses of the
Empire.The Prussian Diet elections, held on
June 3, resulted in the election of five
Socialist members, of which four were
victorious in Berlin and the suburbs,
and the fifth in one of the Hanover
districts. This is the first time that
the Socialists ever elected a member of
the Diet.A French system for the employ-
ment of alternating instead of con-
tinuous currents which it is claimed
will permit the use of twelve instru-
ments on a single wire was presented
at the International Telegraph Con-
gress by M. Mercadier, the inventor,
on June 1.The French Government has de-
cided not only to exact the punish-
ment of the Chinese implicated in the
killing recently on the Indo-Chinese
border of six native soldiers and a
French officer, but will demand ma-
terial and moral reparation, including
the dismissal of the Viceroy of Yun-
nan province.A monument to the memory of the
officers and sailors who lost their lives
in the battle of the Sea of Japan, May
27-28, 1905, was unveiled at St. Peters-
burg, Russia, on May 28. Among
those who witnessed the ceremony
were the Dowager Empress, honorary
commander of the naval guard, and
the Queen of Greece and Admiral
Rojestvensky, who commanded the
Russian fleet in the battle.**SHOES BEARING THIS STAMP**are made by Union Labor and Fair Em-
ployers agreeing to arbitrate all differ-
ences.Believers in Industrial Peace and
Fair Treatment of labor should ask their
shoe dealer for shoes bearing this stamp.The product of Fair Employers and Fair Labor merits the pat-
ronage of all fair minded persons. Ask your dealer for Union Stamp
shoes, and if he can not supply you, writeBOOT AND SHOE WORKERS' UNION,
246 Summer St., Boston, Mass.**SMOKERS**See that this label (in light blue)
appears on the box from which
you are served.

World's Workers.

Victorian (Australia) bakers are getting into line with a view of abolishing night work.

The factory girls in an Adelaide (Australia) clothing factory went on strike recently to resist a reduction of prices.

The coal miners at Bluff, New Zealand, have taken steps to protect their interests by forming the Central Queensland Coal Miners' Association.

There is quite a colony of New Zealanders in Tierra del Fuego, at the southern extremity of South America, where they are engaged in gold dredging.

The number of British paupers relieved on one day in April in thirty-five selected urban districts corresponded to a rate of 221 per 10,000 of the estimated population.

According to Professor Vladimir de Sviatlovsky, a form of activity of the trades-union movement in Russia is the dissemination of literature regarding the condition of the workers in other countries.

An unemployed meeting at Broken Hill (Australia) recently decided to urge the Government to start various works to absorb the unemployed. A total of 2000 names was registered in the local list of unemployed.

The Eight-Hour demonstration in Brisbane, Australia, on May 4, was marked by the participation for the first time in the history of the day, of organized women workers. The new recruits represented the Clothing Trade Female Employees Union.

The recent terrible Braybrook (Australia) railway catastrophe has exposed to the public, among other things, the excessively long hours railway employes are compelled to work. Government railways are managed on private enterprise lines, with all its faults and failings.

The International Miners' Congress at Paris, France, on June 9, adopted a resolution in favor of an eight-hour day, including the descent to and the ascent from the mines. Where the temperature is excessive or there are noxious gases in the mines, the day is reduced to six hours.

A delegate of the Hotel, Club, Restaurant, and Caterers Employees' Union stated at the Labor Congress in Sydney, Australia, recently, that his profession was the dumping ground of all trades and professions. "I have," he said, "worked beside doctors, lawyers, barristers, and broken-down ministers."

The President of the Australian Commonwealth Court of Conciliation and Arbitration has issued a series of forms to be used in regard to applications under the Excise Tariff Act, 1906. These have reference to the applications of manufacturers for exemption from excise duty on the ground that their conditions as to the remuneration of labor are fair and reasonable, and rates paid are not below the excise standard for time-work.

The New Zealand Arbitration Court has given the following wage award to employes in creameries: For buttermakers £3 10s. per week, cheesemakers, £3 10s., engine drivers £3, first assistants £1 15s., cream receivers £2 10s., creamery managers £2 5s., other workers, not including youths, £2 5s.; youths from 16 to 17 years, not less than 15s. per week; 17 to 18, 25s. per week; casual workers, not less than one-eighth in addition to foregoing rates.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Ackerson, Peter
Adama, D. J.
Akesson, Hjalmar
Alexis, Hakan
Amundsen, P.
Andersen, Lars
Andersen, -1562
Andersen, Christian
Andersen, Rasmus
Andersen, Oscar
Andersen, -1229
Andersen, Christian
Andersen, John
Andersen, -1305
Andersen, John H.
Andersen, -1388
Andersen, Arold
Andersen, Christian
Andersen, -536
Andersen, -1559
Andersen, Sven, H.
Andersen, Sven
Andersen, Fritz

Baardsen, T.
Bacan, V.
Bachlin, Ludvig
Ballhorn, C. N.
Banke, -1646
Bartels, Herman
Bastion, Wm.
Bateman, S. J.
Bauchartz, Fritz
Bauman, Ernst
Bausback, -1511
Behr, H.
Behrens, E.
Benson, -1424
Benson, -1611
Benthien, Julius
Bergklint, Fred
Berglund, Nils P.
Bergquist, Stanley
Beyerle, Ruppert

Calver, W.
Carlsen, Hans
Carlsen, Hans H.
Carlson, Th.
Carlstrom, Arvid
Carsteniusen, M. F.
Caspary, -1064
Chambers, A. G.
Christensen, Jas.
Christensen, O.
Christensen, Albert
Christensen, M. H.
Christensen, -905

Dahlgren, -534
Dalman, P.
Danenberg, Rudolf
Dangul, E.
Deager, Otto
Dempsey, Thomas
De Sot, Elmer

Easton, R. W.
Edman, 557
Egelund, Olaf
Eichholz, Bertoll
Eklund, -695
Eliason, Elias
Eliasson, Ludv.
Engman, Chas.
Erichsen, -606

Fagerberg, Albin
Faucett, Dudley
Fiksdal, Lars
Filips, Max
Findley Harold
Finson, Walter
Flaming, C.
Forne, Juan
Fosen, A. H.

Gack, J. H.
Gabielsen, C. W.
Gabielsen, Oscar
Gad, Sophus
Gahling, Carl
Gardell, Chas.
Gillholm, Albin
Gonzalez, Juan
Gornier, Jean L.
Gors, Fred

Haier, Fred
Halvorsen, -1439
Halvorsen, Olaf
Halvorsen, Milton
Hamilton, Tom
Hamm, Edvard
Hammond, J. A.
Hansen, Otto W.
Hansen, -1910
Hansen, Jacob
Hansen, H. T.
Hansen, Vilgo A.
Hansen, -1729
Hansen, Albert
Hansen, Karl
Hansen, Olaf
Hansen, J. P.
Hansen, -723
Hansen, -1136
Haraldsen, Chas.
Hardles, Max
Harris, John -1170
Hartkoht, Joseph
Hassall, S. B.
Hattberg, G.

Itfeldt, Fr.

Jacobson, -1686
Jacobson, Anton
Jakobsen, Kr.
Jakobsson, John Alf.
Jamison, Joe
Janson, -1579
Janson, Nils
Jarvie, W.
Jarvie, W.
Jasnerse, J.
Jensen, -1791
Jensen, -1893
Jensen, -1326

Anderson, Werner
Anderson, L.
Anderson, -991
Anderson, A. B.
Anderson, F. M.
Anderson, -559
Anderson, -1274
Anderson, Knut O.
Andersson, Robert
Andreasen, M.
Andreassen, -1136
Aufindsen, Otto
Antonsen, Hjalmar
Arden, S. F.
Arntsen, Eric
Arro, Nicolaas
Aske, John
Askerlund, 1263
Asmussen, Max
Asper, K.
Axelsen, Axel
Axelsson, C. B.

Bjorklund, Erik
Boers, H.
Boogren, Eric C.
Bono, Viktor
Borgersen, Alf
Borlinf, Emil
Borresen, Niels
Boss, L. A.
Bostrom, Carl
Braun, Jakob
Bray, Jack
Brandt, -945
Broaten, J. P.
Brox, Henrik
Buelna, R.
Bugge, Edw.
Hurd, Paul
Purke, -1630
Burkhard, Geo.

Christenson, Sigv
Christian, E. F.
Christoffersen, B.
Clyde, H. R.
Cnudsen, David
Coffman, Milo
Compton, J. S.
Cooley, Frank
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Information Wanted.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Vicktor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address Coast Seamen's Journal.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sothor, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignes, Sailors' Union, San Francisco.

Edward Bodey, born in Brixton, near London, England, aged about 54, is inquired for by his sister. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Fred Thompson, a native of Gotenburg, Sweden, aged about 42, last heard of on the Pacific Coast in 1893, is inquired for by his brother, Charles Hallen, 500 Fifth avenue, New York City.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

Domestic and Naval.

The United States battleship South Carolina, now building at the Cramps shipyard, will be launched on July 14.

Seven hundred naval apprentices from the Newport (R. I.) training station sailed last week on the cruiser Prairie to join the Atlantic fleet.

The Cunard liner Lusitania has again broken the record for the best day's steaming, having made 641 knots June 8. This is six knots better than the record of the Mauretania.

The British Admiralty has brought suit against the American Line Steamship Company for damages for the loss of the cruiser Gladiator, sunk in collision with the steamship St. Paul.

It is reported that the Cunard liner Mauretania will in future be a three-propeller vessel, her last voyages having proved that the turbine engines run better with three than with four propellers.

A boiler tube in the engine-room of the American liner St. Louis exploded while the vessel was entering the roadstead at Cherbourg, France, on June 1. Three firemen were seriously injured.

The Cunard liner arrived off Sandy Hook on June 11, after a passage of 4 days 20 hours and 8 minutes, or seven minutes better than the record made by the Mauretania on her last westward passage.

The Victorian (Australia) Cabinet has adopted a programme for the State's reception of the American fleet. The Americans will have free transportation on all the railroads during their visit.

It is reported that Naval authorities are planning an ocean race for the new scout cruisers Salem, Birmingham and Chester, which will be a trial of three systems of engine design with which the vessels are equipped.

A new speed mark of 25.24 knots was made by the new cruiser Salem during her builders' trial off Massachusetts on June 10. The contract requirements of the vessel are 22.50 knots for twenty-four hours and twenty-four knots over a measured course.

Captain John Maloney, of the schooner Samuel Hart, which arrived at City Island on June 6, reported that he spoke the schooner Madagascar about ten miles southeast of Cape Cod on the 3d. The schooner was dismasted, but the crew refused to be taken off.

After lying 100 days on a coral reef off Honduras, with her hull pierced, the steamship Anselm arrived at New York on June 5, in need of repairs, but still seaworthy. Captain Johnson saved her after divers and wrecking experts had declared her beyond recovery.

The Bureau of Navigation reports that 116 vessels of 51,401 gross tons, were built in the United States during May. The largest steel steam vessel included in these figures is the J. F. Durston, of 4791 gross tons, built at Superior, Wis., for the Wilkinson Transportation Company.

Secretary of the Navy Metcalf has announced that the two battleships authorized at the last session of Congress will be named Florida and Utah, respectively. He said that the next battleship authorized will bear the name Wyoming. The name of the monitor Florida will be changed to that of some city in that State.

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Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

With the Wits.

A Mere Tyro.—"One of my ancestors was a noted pirate."

"That's nothing, I'm the direct descendant of a corporation lawyer."—Life.

At the Theatre.—"John, the man next to me is drunk."

"We're in luck. He won't have to go out after it."—Louisville Courier-Journal.

Police. — Jonesby—"That Chicago man who slept two weeks was arrested yesterday."

Smithson—"What was the charge against him?"

Jonesby—"Impersonating an officer."—Judge.

Cleverly done.—A neat proposal of marriage was made by a young man the other night. He said:

"Now, Miss Schultz, you say you have \$50,000 in your own name—why not put it in mine?"—Philadelphia Inquirer.

Abuse of Advantage. — Molly—"When you spoke to father, did you tell him you had \$500 in the bank?"

George—"Yes."

Molly—"And what did he say?"

George — "He borrowed it."—Sketchy Bits.

Angelic Advantages. — Sunday-school Teacher—"Of course, you'd like to be an angel, Tommy, wouldn't you?"

Tommy—"I guess I would. I'd have wings then, and could fly up and get the jam off the top shelf."—Philadelphia Press.

Over the Tea Cups.—"There's no use talking—" said my wife.

I ceased to eat my food, Beside my plate laid fork and knife, Struck listening attitude, Sought, mentally at least, to con Man's meager lingual power, While she—went on, and on, and on, And talked for half an hour! —Puck.

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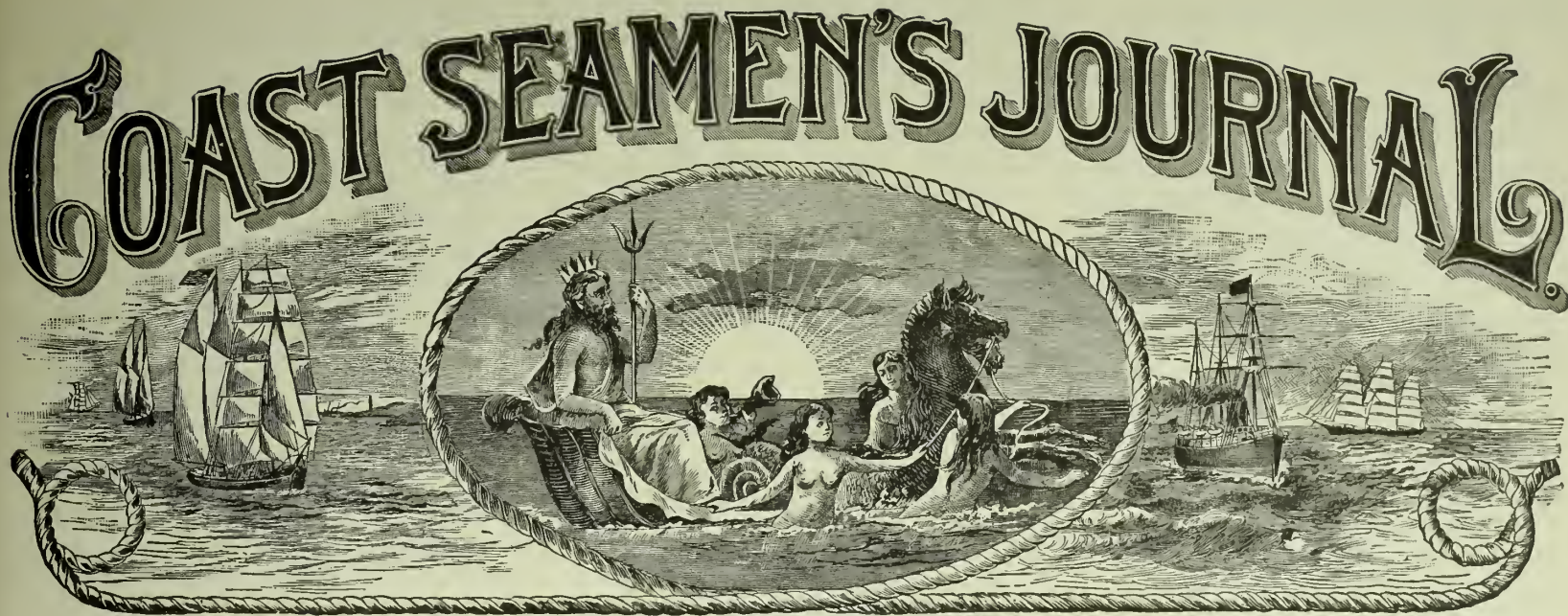
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 40.

SAN FRANCISCO, WEDNESDAY, JUNE 24, 1908.

Whole No. 1070.

INJUNCTION ISSUE EVADED.

THE REPUBLICAN NATIONAL CONVENTION, which met in Chicago, Ill., June 16-19, engaged in a serious wrangle over the question of inserting an Anti-Injunction plank in the party platform. A compromise was finally reached between those who opposed any mention of the subject and those who favored an expression of some sort in view of the pro-Injunction record of the party's candidate for the Presidency. Following is the plank as it stands in the Republican platform:

The Republican party will uphold at all times the authority and integrity of the courts, State and Federal, and will ever insist that their powers to enforce their process and to protect life, liberty and property shall be preserved inviolate. We believe, however, that the rule of procedure in the Federal courts with respect to the issuance of the writ of injunction should be more accurately defined by statute, and that no injunction or temporary restraining order should be issued without notice, except where irreparable injury would result from delay, in which case a speedy hearing thereafter should be granted.

The real meaning of the plank may be best gathered from the views expressed upon it by the Republican press. The two leading newspapers of that faith in San Francisco comment editorially upon the Anti-Injunction plank as follows:

What our policies have been, that they will continue to be. There will be no halting, no swerving, no wavering. American industries will continue to be protected; the great laws which have been enacted will be vigilantly enforced; the rich man and the poor man will stand alike before the laws; THE POWERS AND THE INTEGRITY OF OUR COURTS WILL BE MAINTAINED UNDER RULES OF PROCEDURE SO JUST THAT NONE SHALL BE IN DANGER OF INJURY UNTIL HE HAS HAD OPPORTUNITY TO BE HEARD.—San Francisco Chronicle.

The so-called Anti-Injunction plank, about which there was so much discussion, MEANS NOTHING IN PARTICULAR AS FINALLY ADOPTED. It was not at any time proposed to change the law governing injunctions, but a modification of the court rules of practice was demanded. It was the idea that courts have been too hasty in granting temporary restraining orders without notice to the party enjoined or opportunity for him to be heard. It has been the usual practice of the courts to make such orders on the petition of any responsible party who alleged a fear of irreparable damage. The idea embodied in the original plank was that the party enjoined ought to be given an opportunity to be heard before the temporary order issued. The substitute plank adopted in the platform says: "No injunction or temporary restraining order should be issued without notice, except where irreparable injury would result from delay, in which case a speedy hearing thereafter should be granted." As the allegation of irreparable injury is the necessary averment on which all petitions for injunctions are based, THE DECLARATION IN THE PLATFORM LEAVES MATTERS JUST WHERE THEY

WERE BEFORE, EXCEPT TO THE EXTENT THAT THE REPUBLICAN NATIONAL CONVENTION REQUESTS THE COURTS NOT TO INDULGE IN ANY NEEDLESS DELAY.—San Francisco Call.

From these more or less authoritative (and probably inspired) statements it appears that the Republican pronouncement upon the Injunction issue not only "means nothing in particular," but means that that party shall, if given an opportunity, confirm and perpetuate the system of "Government by Injunction" by statutory enactment. The Republican compromise has conceded everything to the pro-Injunctionists.

The character of the plank leaves no room for doubt as to the position which the labor movement—and the friends of that movement—will assume toward it. That position is forecasted in a statement issued by President Gompers, of the American Federation of Labor, at Chicago on June 19. President Gompers' views are set forth in the form of an editorial written for the July number of the American Federationist, from which we reproduce the following:

Under the decision of the United States Supreme Court the labor organizations of the country are now regarded as trusts, combinations and conspiracies in restraint of trade. They are subject to the provisions of the Sherman Anti-Trust law, a law never intended to apply to organizations of men and women who have nothing to sell but their power to labor, and yet these voluntary associations and their members may be subject to suits involving three-fold damages, fines to the sum of \$5000 or imprisonment for one year, or both such fine and imprisonment, at the discretion of the court.

Labor asked Congress for an amendment to the Anti-Trust law that shall accord the toilers the right to organize, to unitedly protect their personal freedom. The party in power responsible for legislation, or its failure, point-blank refused to grant the relief desired or any relief at all.

The abuse of the beneficent writ of injunction was presented not only to past Congresses, but to the consideration of the one just adjourned. Labor did not and does not ask for special privileges, nor, as some mischievously and untruthfully assert, does it ask or expect to become a privileged class of wrongdoers.

In labor's bill on injunctions we would re-establish the fundamental principles upon which the equity power of the courts is based.

The writ of injunction was intended to be exercised for the protection of property rights and property rights only; it was never intended to either protect or curtail personal rights, personal freedom.

Labor insists, and has a right to demand, that workmen shall have the full guarantee of equality before the law, to be regarded and treated as every other citizen of our common country and to have equally the guarantees of constitutional, statutory and natural rights applied to all; not one process of law to one class of citizens and another, wholly unwarrantable, process to workmen, and not even to workmen unless they are engaged in a dispute with their employers.

The authorized representatives of the wage-earners of the country presented a protest to

Congress against the wrongs which they have to endure, asking some of the rights and relief to which they are justly entitled.

The majority of the members of Congress, those responsible for legislation or its failure, have turned a deaf ear to both the appeal and the protest which labor presented.

The workers came to the majority leaders in Congress not as political partisans, whether Republican, Democratic or other, but as representatives of the wage-earners, whose rights, interests and welfare have been jeopardized on the one hand and flagrantly and woefully disregarded and neglected on the other.

The psychological moment has arrived for a total change of governmental policy toward the workers.

None can expect that the toilers will complacently accept the concept that they are a servile class and will submit to treatment at the hands of society less favorable than is accorded to citizens in other walks of life.

To permit such a condition to be perpetuated would be the inauguration of a servile class, a condition repugnant to the very theory and possible existence of a free people, destructive to human liberty—to Republican institutions.

There is impending a general campaign—a campaign and election of members of Congress as well as for the Presidency of the United States and other executive, legislative and judicial offices.

No man aspiring to any of these positions can evade his responsibility in this crucial hour.

Men must take their position plainly and absolutely and be clear-cut upon their attitude toward the demands which labor makes for justice and right—not for some indefinite time in the future, but now.

The workers, the liberty-loving public, will stand faithfully by our friends and elect them. They will oppose their enemies and defeat them.

The Anti-Injunction plank in the Republican National platform is quite consistent with the record of Mr. Taft, the party's candidate for President. While on the bench Mr. Taft distinguished himself by originating the system that has since become known as "Government by Injunction." Since his selection by President Roosevelt as successor to the Chief Magistracy, Mr. Taft has availed himself of every possible opportunity to make clear his position upon the Injunction question. One of his most notable utterances in this connection was that in which he advised the people of Oklahoma against the insertion in their Constitution of a clause governing the courts in the issuance of injunctions. Mr. Taft's attitude in this particular instance is clearly indicated in an editorial published in the American Federationist for October, 1907, from which we reproduce the following:

One of the reasons which he gave for advising the people of Oklahoma to reject the Constitution was that, in his opinion, it contained a bad and dangerous limitation upon the power of the courts to grant and enforce writs of injunction. Mr. Taft, it appears, was very "strong" and "outspoken" in his handling of this question.

The injunction, he declared, was one of the

(Continued on Page 7.)

DOG-WATCH JOTTINGS.

Quite a number of men known to fame have been given to the philosophical habit of dividing mankind into two classes, in accordance with some more or less whimsical distinction suggested by personal observation or reflection. I take it, therefore, that no one will hold me guilty of being original for also dividing mankind into two classes: those who can only see one side of a question, and those who can see both. The late Colonel Robert Ingersoll, while on his anti-clerical lecturing tours, used to tell with great gusto a little story which excellently illustrates the point I am trying to make in this connection. As the story has probably by this time been forgotten by all but a few old-timers like myself, I take the liberty of retelling it here in detail as nearly as I can remember it.

A clergyman and his twelve-year-old son were walking along the shore of Lake Michigan. Presently they descried a crane standing in the water, feeding off a passing school of fish.

"Behold, my son!" said the clergyman, "how wisely God has ordered all things. See how He, in His infinite wisdom, has equipped the crane with long, slim legs, that it may wade about noiselessly in the water without alarming the fish."

The boy pondered for a few seconds, and then replied:

"Yes, father, I can see God's wisdom so far as the crane is concerned, but it must be mighty rough on the fish."

This story invariably recurs to my mind every time I read one of those fool newspaper editorials lauding the wisdom of our courts, as displayed in certain recent decisions against organized labor. It is pointed out to the rest of us short-sighted mortals how great has been the wisdom of the courts in safeguarding the rights of property against the socialistic tendencies of the times, thus putting an effectual check on the sinister, insidious movement now going on for the ultimate confiscation of all corporate property, etc., etc. It never for a moment occurs to these sapient quid nuncs of the press that while the decisions in question are undoubtedly very favorable to the rights of property, they are most assuredly "mighty rough" on the rights of men. No; they can only see the crane's side of the question. What are the rights of men, anyhow, to these camp-followers of monopoly? And of what benefit to humanity, it may be pertinently asked, is the wisdom which at best only measures up to that of the traditional serpent?

If the courts had ever shown any particular energy in going after the real offenders against the laws which organized labor is alleged to have violated, one might feel disposed to view their late activities against organized labor as merely regrettable exhibitions of mistaken zeal. But, no; labor has ever offered a shining mark for the courts to visit their judicial displeasure upon. A more one-sided and unfair decision, for instance, than that declaring labor organizations to be, in effect, combinations in restraint of trade, could hardly have been framed. Indeed, quite the opposite of the learned barber in George Eliot's "Romola," who said: "Heaven forbid that I should fetter my impartiality with an opinion," the

attitude of our courts in dealing with questions at issue between labor and capital seems to be based on the motto, "Heaven forbid that we should fetter our opinions with impartiality." "And these be thy gods, oh Israel!" Small wonder that the anarchist is abroad in the land!

Query: When is a "conspiracy in restraint of trade" not a "conspiracy," etc.? Answer: When it makes a noise like a 20-million dollar monopoly.

Speaking of court decisions, the one handed down by the Supreme Court against the United Hatters of North America is, as usual, based upon the preposterous fallacy that what is morally right when done by one person may be morally wrong when done by two or more persons. To be consistent, this line of reasoning must necessarily embrace the converse proposition that what is morally right when done by one person may be morally right when done by two or more persons. How such dangerous and absurd logic can pass muster with sane men is a puzzle which, literally, "passeth all understanding." It simply goes to show that, when deciding against the Hatters, the Supreme Court must have held that the question involved was one of numbers, and not of principles. This no doubt explains why the trusts are seemingly immune against the workings of the Sherman Anti-Trust law. What would be a crime if done by two or more trusts is, of course, perfectly legal when done by only one trust, and vice versa. And there you are, fellow citizens; when in doubt consult a medium. All of which brings to mind Swift's famous couplet,

"'Tis strange such difference there should be

'Twixt tweedledum and tweedledee."

"Whom the gods would destroy they first make mad," preached the Ancients. This dictum is now being exemplified in our industries as never before in their history. Swollen with purse-proud arrogance our captains of industry have been deliberately conspiring to create "hard times" by partly closing many of the principal avenues of employment; and for no other object, apparently, than "to teach the workingman his place," as Mr. J. P. Morgan bluntly put it. This policy of teaching the workingman his place has ever been a dangerous one to the class enjoying special privileges. There are no particular reasons why the present attempt should prove an exception to the rule. In fact, workingmen are to-day better prepared than ever they were to deal monopolistic plutocracy its coup de grace, if necessary. Which seems to be just what the plutocrats are striving for, more power to them. 'Tis a consummation devoutly to be wished.

The Frye Tow-Barge law reminds me of a little incident which happened in one of the Eastern States a few years ago. A certain railroad's tracks crossed a public highway at grade. Of course, accidents to travelers along the highway were frequent at the crossing, averaging about one a week, many resulting fatally. At last, after an automobile, containing a "prominent citizen," his wife, and two friends, had been run over by the locomotive, and all the oc-

cupants killed, some one succeeded in arousing sufficient local sentiment on the subject to get a bill introduced in the Legislature to compel the railroad either to sink or elevate its tracks or do the same with the highway. The usual thing happened. The railroad turned its lobby at the State capital against the bill. After the customary skullduggery in committee had been gone through, a compromise was effected, whereby the railroad, in consideration of the bill being quashed, agreed to erect a cottage-hospital near the crossing, and equip the same with a resident doctor, nurse, and ambulance!

The analogy between the "compromise" cited above and the Frye Tow-Barge law is so close as to call for no particular emphasizing, save the incidental comment that human nature is hardly what it's cracked up to be by its exalters.

EL TUERTO.

PERILS OF LONDON STREETS.

"Knocked down by a Motor" . . . is becoming a common heading of newspaper paragraphs, and it seems to us that the people on foot have a right to claim some further protection against accident than is provided for them by the acuteness of their senses and their own alertness, especially as there are wayfarers who have not the faculty of taking things at the right time or of successfully steering clear of two streams of motor traffic proceeding in opposite directions. Moreover, the absent-minded are entitled to some consideration. The tooting of the horn is, as a rule, not far short of being simultaneous with the approach almost to touching point of the swiftly moving motor. . . . Individuals who were not previously nervous are rapidly becoming so when the crossing of a street amounts to a rush across a busy railway junction. The right of the pedestrian to the road is gradually being wrested from him, and certainly most motor drivers have little respect for him. This right must not be yielded, and the conductors of motor traffic on the roads must be made to learn that pedestrians have as much claim to the use of the road as they have. What we think should be done, now that the old relatively slow horse traffic is being so rapidly ousted by motor vehicles, is that more "islands" should be placed in the main streets. Such refuges at least enable the pedestrian to keep an eye on one stream of traffic at a time. But it is next to impossible to calculate upon the safe chances of passing through two lines of fast motor traffic going in opposite directions. We think, therefore, that the public should be assisted in this matter and that more "islands" should be placed in the streets. We commend the suggestion to the police and the street authorities, as we are convinced that the risks of crossing the busy streets, which are very rapidly increasing, would be considerably reduced if the traffic could be divided, at shorter intervals than is now the case, into distinct up and down lines.—London Lancet.

The Chinese Board of Finance has directed that hereafter any Government printing work, such as postage stamps, stamp duty certificates, bank notes, and other official papers, which have been done hitherto by foreigners, must now be executed by the Government printing office in Peking.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

BUILT ON NEUTRAL GROUND.

"They have a Custom-house and Post-office down in Bangor, Me., that is certainly unique. It is built on piles in the middle of the Penobscot River and entrance is gained from the bridge that spans the stream. I met an old Bangor citizen loitering on the bridge while in the lumber city the other day on business and inquired the why and wherefore. I was no wiser when he replied: 'Well, it's always been that way.' If it were New York or some other metropolis where land is valued higher than men's souls it would be easier to understand."—Boston Post.

An erstwhile Bangor agent is able to give a more versatile opinion than the Bangor citizen quoted above.

The Bangor Postoffice and Custom-house does not stand on piles in the middle of the Penobscot River. If it did it is likely that in the spring of the year, when there are freshets and the current is running eight or nine knots, and when a log-boom is apt to break, Bangor might be minus both a Postoffice, and Custom-house. The Federal building, which contains both offices, sits on piling driven into the bed of the Kenduskeag stream, a few yards above where it enters the Penobscot River. The Kenduskeag stream separates the eastern side from the western side of Bangor, and tradition says that the people living on the west side wanted the building on their side of the river; the people on the east side vice versa. Uncle Sam, with a wisdom that Solomon might have envied, settled all arguments pro and con by having the building on neutral ground, thus giving neither side an advantage.

If all discussions could be settled as amicably as was that of the Bangor Federal building, mankind would be saved many heartaches.

Vesselowners are disheartened at the continued scarcity of charters, and even the most optimistic can see no chance of improvement in the future. The spring of this year promises to go record as one of the dullest periods known in the history of shipping at Boston. What few charters are to be obtained are at rates so ridiculously low that in many cases the owners of sailing vessels, especially schooners, have preferred to place their vessels out of commission, believing that it is cheaper to pay wharfage charges than to incur the costs of the voyage together with the wages of the skipper and crew.

The data on injunction filed by Samuel Gompers, President of the American Federation of Labor with the Committee on Judiciary have been printed as a Government document, which contains a vast amount of information. The decision of the United States Supreme Court in the case of *Loewe vs. Lawlor et al*, (Hatters' case) is quoted in full, with the dissenting opinions; as is also the cases of *Ellis vs. United States*, and the *Arago* case.

The case of *Ellis vs. United States* is that in which employes on dredges are declared to be seamen, and the National Eight-Hour law not applicable.

ATLANTIC UNION NOTES.

All our local unions report growing improvement, and nearly normal progress in spite of the hard times. The Cooks and Stewards' Association has just completed extensive and very costly repairs and improvements to its headquarters at 42 South street. It really looks now as though somebody lived there and was determined to remain. They have also opened a branch office exclusively for colored men at 207 West street. This is a new departure which should appeal strongly to the colored men in the Stewards' department of the coastwise steamships, in whose interests and for whose special benefit it has been inaugurated. In establishing this branch, every right and privilege which the colored men could justly claim has been fully considered, anticipated and most generously provided for by their white comrades, and nothing has been omitted from the program of which they can honestly complain.

They have their own hall, their own executive officers and, it is agreed that they shall be allowed to retain the positions which they now occupy on shipboard without competition or molestation from their white comrades. No arrangement could be more genuinely fraternal in conception, nor more generously liberal in execution.

The new branch is in charge of Comrade David Grange, himself a most intelligent and energetic colored man, whose record in the Cooks and Stewards' Union is a credit to his race, and a guaranty of able, honest and effective service as well.

The Harbor Boatmen are likewise making creditable progress and holding up a good show of hands.

They have also been going through the usual spring routine of paint, putty and general repairs and their bright and cheerful headquarters at 85 West street are now more comfortable and attractive than ever.

Comrade Andrew Furuseth blew into port on May 27, and fortunately had time to remain over with us one day while awaiting the steamer on which he sailed for his European tour. Furuseth spent every spare moment of his brief stay in the office of the Seamen's Union at 51 South street, imparting good advice to our officials out of the abundance of his experience, listening patiently to, and answering prudently and clearly all questions, or shaking hands and conversing cheerfully with every old salt who came in to wish him "God speed."

Never have we seen Comrade Furuseth look so bright and animated as during this short visit among us. No doubt he looked forward with some bright anticipations to his short return to his native Northland. But we noticed, too, with what lingering hand grasps and manifest reluctance and backward glances he left us when the time for parting came. He was glad to go, but loth to leave us. Honors sit lightly on Andrew Furuseth and his head will never be turned by homage. His greatest pleasure is in his work and he finds his most delightful recreation among a crowd of Union sailors.

Comrade Furuseth's trip to Europe can not fail of great and lasting good. It will be accepted as an evidence of good will and

sincerity on our part, which our European comrades will no doubt reciprocate in due time. It should result in bringing the seamen's Unions of the world into closer touch, cementing them together in a newer and nearer alignment that will hasten the realization of our long ambition of a compact and truly international seamen's union, as staunch as the Rocky Mountains and as wide as the world is round.

We all unite in wishing Comrade Furuseth "Bon voyage, God speed, good success, pleasant days and a safe return!"

JAMES H. WILLIAMS.

New York.

BERMUDA YACHT RACE.

The Bermuda yacht race started from Marblehead at 11 a. m., on June 3. The following were the entries:

Dervish (Class B)—Commodore H. A. Morss, Corinthian Y. C., Marblehead.

Esperanza (Class B)—J. Dalzell McKee, Atlantic Y. C., New York.

Zurah (Class B)—Henry Doscher, New Rochelle Y. C., New York.

Marchioness (Class C)—J. P. Crozer, Yachtsmen's Club, Philadelphia.

Venona (Class C)—E. G. Bliss, Eastern Y. C., Marblehead.

Edith Anna (Class C)—Thomas Henderson, Yachtsmen's Club, Philadelphia.

Up to the very last minute there were hopes that there might be a bigger field of starters, but disappointments and withdrawals came one after another until at the final reckoning there were but half a dozen yachts that were sure for the start, three entries in each of Classes B and C.

The Verona, the smallest yacht in the race, won in the corrected time of 98 hours, 12 minutes and 15 seconds. The best day's run was 193 miles. The nearest competitor to the winner was twenty miles astern. The Verona lost her fore-topmast on the first day, but as it was a case of beating and running closehauled for the entire passage, the winner was not as severely handicapped as the owner and crew expected to be.

SEAMAN JUMPS OVERBOARD.

Some excitement was caused on the wharf yesterday as the steamship Tauton swung around into the stream. A sailor jumped overboard into the water, but was dragged out in good shape. The vessel arrived in two men short and before clearing picked up a couple of men. One showed up but the other did not. The man who went aboard is claimed not to have known that the boat was having trouble with the Union, but soon found it out and jumped overboard as he was a union man. When he hit the water a crowd of union men got down on the piling and gave him a hand and he was soon on the wharf and then he was given three cheers by the unionists on hand.

Mobile is said to have one of the strongest coast unions in the United States, and union sailors reaching this port are particular not to overstep the bounds in signing out on a vessel.—Mobile (Ala.) Times.

Demand the union label on all products.

World's Workers.

The telegraph lines in India were recently almost tied up through a strike of operators.

A strike of United Timber Stackers in Melbourne, Australia, recently, resulted in an increase of wages to 1s 3d per hour.

The master bakers of Broken Hill, Australia, have unanimously agreed to concede all day work as requested by the journeymen bakers.

The British House of Commons on June 16 passed the second reading of the Old-Age Pensions bill without opposition. The bill, it is said, is likely to be greatly modified in committee.

The general secretary of the Queensland (Australia) branch of the Federated Butchers' Union, Mr. J. T. Gilday, reports that the branch has increased from 45 in 1905 to 600 in 1908.

New South Wales unions have been advised by the Sydney Labor Council to ignore the Industrial Disputes bill, and take no steps in forming wages boards, as the strike method of obtaining redress is more reliable.

Owing to the snail-like proceedings of the Special Arbitration Court appointed to settle the dispute in the New South Wales coal mining industry, it is estimated that the Newcastle miners have lost about £40,000 in wages while waiting to have their rights adjusted.

The agents of the North German Lloyd Line have forbidden the dock workers in their employ to accept gratuities for the transferring of passengers' baggage from train to steamer at Cherbourg, France, and consequently the men have refused to handle baggage.

At a meeting of the Ingham (Australia) Chamber of Commerce, after the unemployed question was considered, a telegram was dispatched to the Minister for Lands pointing out the necessity of commencing Government work immediately in order to keep men, who are now out of employment, in the district.

The fifty-second anniversary of the Eight-Hour demonstration was held in Melbourne, Australia, recently. Although the day was showery, 7000 more unionists marched behind the banners of labor than in the procession of the previous year. Seventy-four unions were represented, and it took the procession more than an hour to pass a given point.

Perhaps nowhere in the world is trade-unionism taking such a solid hold of the working class as in Germany. A writer in the London Daily Mail remarking this, says: "In the last twenty years the all-round increase of industrial and agricultural wages has been considerably greater, the reduction in working hours has been larger, and the benefits effected through labor legislation have been more solid in the interests of the workers in Germany than in Great Britain."

The terms of the New South Wales Arbitration Court award, in connection with the dispute between the Trolley and Draymen's Union and the Timber Merchants' Association, regarding wages, are as follows: Weekly hands—One horse drivers to be paid not less than 42s. per week; two horse drivers, 47s. per week, and 3s. per man per week for each additional horse. Casual drivers to be paid the following rate: One horse drivers, 8s. per day; two horse drivers 9s. per day; drivers of three horses, 10s. per day.

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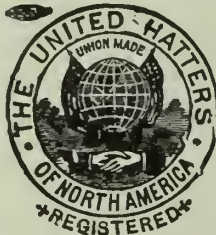
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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

George H. Hopps was registered at the San Francisco Custom-house on June 12 as master of the schooner M. A. Lundt vice Andrew Olson.

The schooner Ida Schnauer went ashore at the entrance to Tillamook (Or.) harbor on June 17 and is reported to be a total wreck. All hands were saved.

The following vessels were enrolled at the San Francisco Custom-house on June 15: Steamer Arizona, R. M. Tapley, master; schooner Agnes, August Wilson, master.

The Tenyo Maru, the first turbine steamer built for the transpacific service, sailed from Tokio, Japan, on June 15 on her first voyage. She is expected to arrive in San Francisco June 30.

The steam-schooner Minnie E. Kelton, which has been on the sands at Smith's Point since she was brought in by the steam-schooner Washington as a derelict, is now regarded as a total wreck.

With seventy passengers and a big cargo of freight on board, the steamer Hanalei, owned by the Independent Steamship Company, limped into San Pedro, Cal., on June 19, with her crank shaft broken and twenty-four hours late.

It is understood on the Mare Island (Cal.) Navy Yard that the equipment department of the local station will be ordered to prepare a wireless outfit for a new station at Valdez, Alaska. The station will probably be installed this year.

The new steamer Lurline of the Matson line put up a new record on her maiden voyage from San Francisco to Hilo, which was completed on June 12. The Lurline occupied five days, twenty-one and a half hours on the voyage to the Island port.

The following changes of masters were recorded at the San Francisco Custom-house on June 18: Steamer Phoenix, Herman G. Hansen, vice Charles Matsen; steamer Francis H. Leggett, A. H. Sears, vice C. Reiner; schooner Emily F. Burchard, Fred Jessen, vice Henry Woldt.

The following changes of masters were recorded at the San Francisco Custom-house on June 19: Bark R. P. Rithet, E. P. Drew, vice Charles McDonald; steamer Aberdeen, Ole Hansen, vice V. C. Iverson; schooner Emily Lundt, Frank Christensen, vice George L. Hobbs.

On board the Pacific Coast Company's steamer Santa Rosa when she arrived at San Francisco on June 18 from San Diego were a number of seals which are to be sent to Europe. The seals were caught at Santa Barbara, and several of them are to go to the Antwerp aquarium.

The steamer Casco, with K. A. Ahlin as master, was enrolled at San Francisco on June 16 and the following changes in masters were notified: Steamer Apache, J. A. Carson, vice C. W. Schuler; steamer Signal, A. H. Lears, vice John Marens; steamer Maverick, John McKellar, vice W. T. Daniels.

Captain Charles Rock, commodore of the Matson fleet, has taken up the duties of port captain to the Matson Navigation Company at San Francisco. Captain Drew, who has been port captain for some months, will take command of the bark R. P. Rithet on her next trip to the Islands.

The first of the big steamers to arrive from the upper waters of the Yukon at White Horse got in on June 19. Five more steamers, carrying 225 passengers each, are on the way down stream. Four big packets are at Dawson awaiting their arrival to carry the passengers to Fairbanks and other Tanana points.

Portland, Or., holds second place in point of prominence as a wheat-shipping port in the United States for the eleven months closing May 30, New York leading with 20,312,202 bushels. Portland exported 12,973,977 bushels, while the combined Puget Sound ports exported 14,190,583 bushels.

A libel was begun in the United States District Court at San Francisco on June 18 by W. J. Gordon et al., against the gasoline vessel Chetco to recover \$150.51 for stores furnished while the gasoliner was in San Francisco harbor and for \$79.88, the amount of the assigned claim of George E. Dodge & Co.

The Oceanic Steamship Company has been convicted of breach of contract by the Conseil du Contencieux of Papeete and condemned to pay into the treasury of Tahiti the sum of \$5000. The case arises out of the accident to the company's steamer Mariposa last October, when the boilers broke down. An appeal will be taken.

The following changes of masters were recorded at the San Francisco Custom-house on June 15: Steamer Santa Rita, Clifton Curtis, vice L. Center; gasoline steamer Guide, Thomas Anderson, vice Harry H. Mershon; steamer Dauntless, M. R. J. Downey, vice John G. Trapp; steamer Raymond, John A. W. Carlson, vice C. A. Knudsen.

T. O'Brien, mate and pilot of the steamer Utopia was recently suspended for sixty days by the Steamboat Inspectors at Seattle, Wash., for not having a lookout on duty on the night of May 1, when the Utopia collided with the steamer Chicago. The collision was due to a misunderstanding of signals, but might not have occurred had the lookout been on watch.

ships Shawmut and Tremont, which have been of naval officers to make a survey of the steam-ship Secretary of War Taft, has appointed a board of Secretary of the Navy McCall, at the request offered for sale to the Panama Canal Commission by the Boston Towboat Company for transportation purposes, when these vessels arrive at Pacific ports shortly. Congress appropriated \$1,550,000 for the purchase of two vessels by the Commission.

United States Commissioner Brown, to whom the matter was referred to take testimony, reported to the United States District Court at San Francisco on June 18 that the services of Alfred Carlson on the whaler Charles Hanson, owned by George E. Plummer & Co., should be valued at \$300, with interest and costs of the suit, and his report was confirmed by Judge De Haven.

A telegram received at San Francisco on June 10 from London conveys the information that the French ship Helene Blum, bound from Bristol, Eng., to Portland, Or., via Port Stanley, F. I., was totally wrecked May 26 at the Seal Rocks, Falkland Islands. According to the telegram, the crew of the Helene Blum were all saved. She struck the rocks at the entrance to Port William, Cape Pembroke. The Helene Blum was a three-masted French built ship, constructed at Bordeaux in 1901.

Following is the reinsurance list, as posted at San Francisco on June 19: American ship Bangalore, 241 days from Norfolk for Honolulu, 90 per cent; bark Ester, 197 days from Amsterdam for Macassar, 15 per cent; ship Falwood, 134 days from Port Talbot for Iquique, 10 per cent; bark Ancenis, 160 days from Puget Sound for King's Lynn, 8 per cent; bark Medea, 147 days from Eureka, N. B., for the United Kingdom, 8 per cent; ship Ganges, 98 days from Callao for Sydney, Australia, 20 per cent; bark Carnedd Llewellyn, 122 days from Caleta Buena for Falmouth, 10 per cent; bark Urana, 126 days from Iquique for Hamburg, 8 per cent; ship A. D. Bordes, 120 days from Pisagua for Dunkirk, 8 per cent.

Although rumors have recently been current that several owners of steam-schooners on the Coast intended laying up their vessels on account of slackness in the lumber trade over half a dozen new lumber vessels will be put into commission within the next few weeks. The new vessels are the Doris for E. T. Kruse, the Willapa for Sudden & Christenson and the San Jacinto for the E. K. Wood Lumber Company, all built at Willapa; the Daisy, built at Bandon for S. S. Freeman & Co.; the Fairhaven for J. O. Davenport and the Shasta for the E. K. Wood Lumber Company, both built at Gray's Harbor. In addition to these six steam-schooners which are almost ready for work, the new steamer Katherine is at Eureka and will shortly start on her maiden voyage, while the F. S. Wood Company are having the Fifield built at Bandon, and McKay & Co., are having their new steamer J. J. Logie constructed on the Coast.

Word was received at San Francisco on June 18 of several additions to the list of overdue vessels. The ship Ganges, bark Carnedd Llewellyn, bark Urana and ship A. D. Bordes are the names of the vessels which have been added. The Ganges has been out ninety-six days bound for Sydney, Australia, from Callao, and is quoted at 15 per cent for reinsurance. The rate for reinsurance on the Carnedd Llewellyn is 10 per cent. She left Coleta Buena February 19 for Falmouth, since which date nothing has been heard of her. The Urana, 123 days ago sailed from Iquique for Hamburg, and is quoted at 8 per cent for reinsurance, while the A. D. Bordes has been out 118 days bound to Dunkirk from Pisagua, and is quoted at 8 per cent.

DIVIDEND NOTICE.

HUMBOLDT SAVINGS BANK, 785 Market Street, near Fourth. For the half year ending June 30th, 1908, a dividend has been declared at the rate of four (4%) per cent per annum on all savings deposits, free of taxes, payable on and after Wednesday, July 1, 1908. Dividends not called for are added to and bear the same rate of interest as the principal from July 1, 1908.

W. E. PALMER, Secretary.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

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WEDNESDAY, JUNE 24, 1908.

FREEDOM TO "OBEY ORDERS."

The avowed policy of the National Association of Manufacturers, in its "union-busting" campaign, has been that of "fighting the devil with fire." In other words, the Association has fought the imaginary "tyranny of the unions" with the real tyranny of the Association. The employer who recognized a union, either willingly or through fear of being boycotted, was approached by the walking delegate of the Association and notified that he must break with the union, join the Association, and take his chances of a labor boycott. The only alternative offered by the walking delegate was that of a boycott by the Association itself. The employer, finding himself confronted on the one hand with a possible loss of patronage, and on the other with a certain stoppage of supplies, succumbed to the Association. Thus the employer became a "free and independent American citizen" and was privileged to "run his own business," subject only to one condition—obedience to the Association's orders!

The methods of the Association are unreservedly proclaimed in a recent address delivered by President Van Cleave upon the occasion of his re-election for the third time. We quote from American Industries, official organ of the Association, as follows:

It may seem paradoxical that I should be at all thankful for something that I do not want. When the National Association of Manufacturers in convention assembled elects one of its members as its President, it has not only conferred on him the greatest honor within its gift, but it has conferred upon him an honor of National importance, and I feel that in electing me for the third time to be your President you have in that way indorsed some of my rather strenuous methods. I accept this re-election as that indorsement. I have tried to serve you as I saw my duty. I shall try to serve you during the coming year with all the strenuousness that is in my make-up; but I ask you to remember that I am absolutely impotent without you. I EXPECT TO RECEIVE YOUR ABSOLUTE OBEDIENCE TO ORDERS THAT MAY COME TO YOU.

This language leaves no doubt as to the character of the institution that sets up to save the employer from the "tyranny of the unions." President Van Cleave speaks like a dictator and doubtless wields a corresponding power whenever necessary to keep in check his "free and independent" subordinates.

President Van Cleave may justify his demand for "absolute obedience to orders" upon the theory that the way to overcome one form of tyranny is to establish another and a greater tyranny, but he can not justify his course upon any pretense of securing freedom or independence to those under his authority.

Other expressions of President Van Cleave, also reproduced from the official organ of the Association, throw further light upon the character of that institution and its directing spirit. Speaking of the Association's record during the past year, with special reference to its part in bringing about an improvement in business conditions, President Van Cleave alludes to the "vicious legislation which was put forward by the leaders of the labor unions," as follows:

The leading provisions of their destructive programme were registered in their Anti-Injunction bill and in the projected amendment to the Sherman law. By the former measure they proposed to abolish a peculiarly useful weapon of the courts which has been in operation in England and the United States for centuries, and which has averted vast injury to person and property. By their Sherman law amendment they assailed the United States Supreme Court for declaring that the American Federation of Labor was a trust in the plain meaning of the Sherman Act, and because the court set forth that the labor trust was amenable to all the penalties of that statute, just like the industrial, the commercial and all the other sorts of trusts.

It is unnecessary to say that this statement of the legislative demands of organized labor is a deliberate falsification, as much so as though it charged labor with demanding the heads of the Supreme Court Justices. The statement is printed here as showing the utter disregard of the Association for all considerations of truth, let alone fair play. The Association does not pretend to refute labor's legislative demands; it simply lies about them. The Association being unable to argue the point made by organized labor, that injunctions ought not be issued in restraint of personal rights, takes refuge in the charge that organized labor proposes to abolish the writ of injunction. The Association, being unable to argue the point that a trade-union is not a trust, charges that organized labor "assailed the United States Supreme Court." The manner in which the Association "saved the country" is thus related by the individual mainly responsible for the deed, to wit, President Van Cleave:

The National Association of Manufacturers went to the country's rescue and foiled this conspiracy of the American Federation of Labor. * * * Congress was impressed by the knowledge that the Association and its allies of the National Council of Industrial Defense not only spoke for their own members, but that they voiced the demands of the eighty-five million of American people, of both parties, all employments and all localities. This is why Congress has killed the Anti-Injunction bill and the Sherman law amendment. Nor will either measure have the faintest chance for enactment in the session next winter.

The American people—the whole eighty-five million of them—now know whom to thank for the defeat of the "programme of vicious legislation." They know also that the labor movement, as represented by the American Federation of Labor, speaks only for a "very small element of the population," whereas President Van Cleave speaks for all. And when he speaks he "expects to receive absolute obedience to orders"!

The National Association of Manufacturers is a national joke. Even those whose sympathies run in the direction of industrial "freedom and independence" have been forced to repudiate the Association and all its works out of respect for their own reputations for common sense and common decency. An ex-

ample of this tendency is contained in a recent editorial in the Philadelphia Public Ledger, under the caption, "The Passing of Hysteria," from which we quote, as follows:

One of the noticeable features of the meeting of the National Association of Manufacturers in New York was the authorized publication by a regular committee of a blast by one of the directors, John Kirby, Jr., a prominent manufacturer. The blast is an attack in a shrill key upon the President, organized labor and other persons and associations. "Forty thieves," "scarlet empire," whatever that may mean, and other terms intended to be reproachful and opprobrious, are hurled with hysterical fervor at those who do not think as Mr. Kirby does on matters of importance. His outburst follows closely upon the stringent invective issued the other day by Mr. Van Cleave, the President of the Association. Van Cleave intimated that Gompers was a rabid wolf infected with anarchy.

These outbreaks are interesting because they denote a highly excited state of mind, which may be said to have been peculiar to the era of hysteria through which the country has been passing. This era seems on the eve of complete disappearance and desuetude, and, therefore, the hot scolding tirades of Van Cleave and Kirby appear to be utterly inexcusable and inexplicable.

The Public Ledger is not in sympathy with organized labor, but it has sense enough to recognize that that institution can not be successfully opposed by invective and falsehood. In other words, the Public Ledger recognizes that the methods of the Association, so far from defeating the objects of organized labor, are in their nature calculated to further those objects. Meanwhile the country will enjoy the spectacle of the "free and independent" members of the Association rendering "absolute obedience" to the "orders" given by President Van Cleave!

The JOURNAL acknowledges receipt of the first number of The Stylus, published at Berkeley, Cal., by the Blind Department of the California Institution for the Deaf and Blind. By the excellence of its contents the new publication exemplifies the value of the Institution in developing the highest intellectual standards among its pupils, and reflects great credit upon the editorial staff and upon the Principal, Dr. Warring Wilkinson, and his assistants. The musical and dramatic department of The Stylus is edited by Miss Ruby Finnerty, daughter of the late "Tom" Finnerty, who was until his death a well-known member of the Sailors' Union. Miss Finnerty enjoys the distinction of being one of the brightest pupils in the Institution, combining with other accomplishments a high degree of skill as organist and pianist. We extend congratulations to The Stylus and wish it every success in the worthy cause to which it is devoted.

A mass meeting was held to-day in the Immanuel Presbyterian Church to protest against the present Chinese Exclusion laws. Reynolds E. Blight, assistant minister of the Los Angeles Fellowship, presided. Addresses were made by Rev. A. B. Pritchard, pastor of the Central Presbyterian Church; Rev. W. D. Landis, pastor of the Westlake Presbyterian Church; Rev. L. A. Gould, a retired missionary from China, and Mr. Blight and F. S. Yager.

It was the general trend of the addresses that the present Exclusion law should have certain modifications, not giving a wholesale entrance to the Asiatics, but imposing less unjust and binding conditions upon the Chinese Nation alone, especially the merchant class.

As a result of the meeting a committee was appointed to organize a society devoted to the end of changing the present Exclusion laws.

The foregoing press dispatch is dated from L-s A-n-g-l-s, C-l. Those who can supply the missing letters may consider themselves qualified to form a correct estimate of the extent of this latest demand for a modification of the Exclusion laws.

Demand the union label on all products.

SPEAKER CANNON APPROVES.

Chicago, June 18.—Speaker Cannon was seen at the Union League Club and asked for his views on the platform. He said:

"I think the committee on resolutions has worked out a very commendable expression as to the position of the Republican party on the integrity of the courts and insists that their power to enforce their processes and protect life and property must be preserved inviolate. The resolutions further commend the courts by recommending that what has been and is their practice in issuing injunctions shall be expressly declared in the statutes. I approve the plank as adopted."—Press Dispatch.

Speaker Cannon has at all times stubbornly opposed any form of Anti-Injunction legislation and by a despotic use of his power as Speaker has succeeded in preventing any expression upon that subject by the House of Representatives. Speaker Cannon visited the Republican convention in Chicago with the object of opposing, and if possible defeating, any proposed plank on the subject. Speaker Cannon's approval of the Anti-Injunction plank adopted by the convention is proof positive of the real nature of the plank. Speaker Cannon wanted the convention to do nothing; he approves what the convention did; therefore, in his judgment, the convention did nothing. Who will question the judgment of Speaker Cannon in the premises? Other authorities in party affairs, who either know less or say more, may attempt to invest the Anti-Injunction plank with a meaning in keeping with public sentiment on the subject, but Speaker Cannon, who knows more and says less, states the real meaning of the plank in terms that leave no room for argument or explanation.

Speaker Cannon, in declaring that the Republican convention did nothing on the Injunction question obviously means to imply that that body did nothing contrary to his wishes. According to the Speaker's reading of the plank, the party stands committed not only against any limitation of the use of the writ in equity in industrial disputes, but also in favor of giving statutory sanction to the present practice of the courts in issuing injunctions. The statement that the so-called Anti-Injunction plank in the Republican National platform is in reality a pro-Injunction measure does not rest merely upon a reasonable construction of its terms, but is borne out by the open confession of the highest party authority. The utmost to be expected from a Congress elected upon such a platform is a law which shall afford the labor organization the questionable privilege of saying something before sentence is pronounced upon it.

The pretense of remedying the abuses of "Government by Injunction" by providing that notice shall be given before an injunction is issued suggests the idea of justifying assault and battery by inviting the victim to "put up his hands."

The injunction which denies men the exercise of free speech, free press and peaceable assemblage, is treason to free government.

In every properly proportioned Labor Day parade the Union Label will be the most conspicuous feature.

Read the JOURNAL's ad columns for fair products of all kinds.

INJUNCTION ISSUE EVADED.

(Continued from Page 1.)

most valuable, beneficent, and essential instruments of law and justice. It was even more necessary for the protection of the poor than of the rich, and to limit it in any way would put more power in the hands of rich criminals and oppressors.

The provision to which he so seriously objected did not, however, limit the power to issue injunctions. It only limited the power of judges to punish alleged violators of injunctions, to send them to prison for alleged contempt of court without trial by jury. It is to the intervention of a jury between the injunction and the sentence for contempt that the Secretary took exception.

It does not appear that he was in a humorous mood. He seemed wholly in earnest, he argued that it is essential to the protection of the poor man that judges should have the power to find men guilty of contempt and give them prison sentences without referring the facts of the case to a jury of the defendant's peers. * * *

Even when he was a judge of an inferior Ohio court—the Superior Court of Cincinnati—he rendered a sweeping decision denying the legality of a perfectly peaceable boycott of what has been called the "secondary" kind. A union had declared a boycott against a certain firm for good, sufficient, and admittedly legal reasons. When other firms, upon request, refused to stop dealing with the boycotted employer, the latter in turn were quietly and peacefully boycotted. Judge Taft not only declared that men had no right to institute such "secondary" boycotts—that is, to refuse to give their patronage to firms dealing with their enemies—but he indulged at some length in reflections and dicta which implied that even "primary" boycotts, no matter how peaceable, are illegal when they are the result of combination and are intended to "coerce" the persons boycotted. The opinion contained some glittering generalities about the right to organize and to strike, even in large numbers and for "doubtful" reasons, but it held that unions which declare and maintain boycotts, even of the primary order, become malicious and oppressive combinations, dangerous to the peace and well-being of the community. In other words, men who quietly trade with those who are friendly to them, and who refrain from patronizing, and ask their friends to refrain from patronizing, those who are hostile to them, directly or indirectly, are malicious disturbers of order and liable to punishment. * * *

The fact of the matter is that Secretary Taft as a Presidential aspirant is "afraid" he may have ruffled a feather here and there in the plume of capitalist power. His parting words are to console corporate influence and the money power for any uneasiness as to his position. He substantially assures them that if they will but give him their support, he will hand over to the tender mercies of the worst elements of the capitalists' class the workmen of the United States, bound hand and foot, shackled by injunctions for which he will stand.

As already stated, the Anti-Injunction plank in the Republican National platform is a compromise which concedes everything to the pro-Injunctionists. From a pro-Injunction standpoint, the plank says much and means little. From an anti-Injunction standpoint the plank says little and means much. Under the guise of a promise to redress the evils that have arisen from the issuance of injunctions in labor disputes, which injunctions usually infringe upon the personal rights of those enjoined, the Republican party covertly pledges itself to confirm and perpetuate these evils by statutory enactment.

We are told that hereafter we shall not be injured in our rights and liberties under the Constitution "without notice (!), except where irreparable injury would result from delay." Nothing is said about the "irreparable injury" inflicted upon the persons enjoined, resulting from the denial of their liberties.

The Injunction issue lies between personal rights and property rights. The Republican platform ignores the difference between these two elements of the subject, and promises legislation which shall enjoin men from appealing to each other upon any question of common interest, upon the same grounds and in the same manner as it enjoins other men from encroaching upon the property of another.

The Republican Anti-Injunction plank serves one good purpose, however. It demonstrates the importance of an issue which has compelled recognition at the hands of a party which constantly boasts of its courage in dealing with the problems of the day.

That issue—the issue of human rights, as distinguished from property rights, the issue of man's personal rights in the disposal of his own body and labor, as distinguished from man's property rights in the products of labor—is certain to occupy a prominent place in the coming campaign. The judgment rendered upon that issue will go far to determine the future of the United States as a Nation growing greater and stronger in the spirit of human liberty and equality, or as a Nation growing narrower and weaker in the spirit which elevates material over moral considerations and subordinates the rights of man to the wrongs of money.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 22, 1908. Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping dull.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, June 15, 1908. No meeting; no quorum; shipping dull.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, June 15, 1908. No meeting; no quorum; shipping and prospects very poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, June 15, 1908. Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, June 14, 1908. Shipping and prospects very poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 15, 1908. Shipping slack.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, June 15, 1908. Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 14, 1908. No meeting; no quorum; shipping slack; prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 15, 1908. Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, June 8, 1908. No meeting; no quorum; situation quiet.

ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 18, 1908. Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
51 Steuart St. Phone Kearny 5955.

Seattle Agency, June 11, 1908. Shipping quiet; plenty of men ashore.

LEONARD NORKGAUER, Agent.
Colman Dock. P. O. Box 1335. Phone, Sun Main 2233.

San Pedro Agency, June 11, 1908. No meeting; shipping poor.

CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 15, 1908. Situation improving; more boats starting out.

WM. PENJE, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 16, 1908. Shipping slack; prospects poor.

WM. H. FRAZIER, Secretary.
1½ Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., June 11, 1908. Shipping slow.

HANS FALK, Secretary pro tem.

DIED.

Claus Arthur Hellsten, No. 1241, a native of Finland, aged 25, died at San Francisco, Cal., on June 14, 1908.

A. Johnson, No. 163, a native of Finland, aged 39, died at Aberdeen, Wash., on June 20, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

SITUATION ON THE LAKES.

What came near to a lockout occurred in Toledo recently. Five union seamen shipped on the barge Maia and were told by the shipping-master that they would have to give up their books or quit the boat. They quit. I am indebted to Comrade Crangle for the above information, and in this connection I want to tell you what occurred at Conneaut about the same time. The wheelmen of the Baker were told that they must give up their books or quit. They very calmly said that they would do neither. The captain could do no more without declaring a lockout, which discharging those men would have meant; therefore, not being prepared to go that far, the men were told to turn to. Now, the point I wish to impress upon members' minds is this: When you are requested by either the shipping-master or the officers of your vessel to give up your book, don't fly off the handle. Just calmly tell them you won't, and that you won't quit either. You will then be told to stay aboard. This, of course, until they are ready to declare a lockout.

Now let me tell you some good news. Out of the fleet of twenty-five barges recently fitted out in Erie only about eight men were non-union, and they are willing to join. The men who are sailing are paying dues and joining the union as freely as they ever did, and the members are coming out strong as true, loyal union men.

At this writing the steamer D. G. Kerr is fitting out at Conneaut. She is the last vessel that wintered here. The steamer Ericsson left a few days ago with six non-union deckhands, furnished from the ranks of the shipbuilders at Lorain. I am informed that hundreds of those men, supposed to be union men themselves, are scabbing on the Lakes. This is not the only shore organization scabbing against the Sailors and Firemen. A member of the Tug Firemen, named Rowley, of Lorain, is oiling, and locomotive firemen are frequently found firing. But all these items will soon be adjusted. We are winning the fight, and surely, and not very slowly, gaining on the enemy. We should all be very proud of our organization and victory is ours beyond a doubt.

The fatal mistake made by so many organizations, that of flying off the handle and calling a strike when the conditions are all unfavorable, has not been made by the Lake District of the International Seamen's Union of America. The reward of good judgment is in sight. So be happy, comrades; wear your button where every one can see it, and soon they will touch their hats when they see it.

W. H. JENKINS.

Conneaut, O.

LAKE LEVELS.

Lakes.	Feet above tidewater, New York.
Superior	602.07
Michigan-Huron	581.36
Erie	573.51
Ontario	248.46

WILL HAVE LYLE GUNS.

The steamers of the Pittsburg Steamship Company are to be equipped with "Lyle guns." These are part of the apparatus used by life-savers to throw a line to a stranded vessel and they have proved so efficient that it has been decided to equip the ships with them, so that in case of getting ashore, where there is no life-saving station, a line can be shot from the ship and communication secured with the land. The steamer J. C. Morse, Captain Whitney, has already been equipped with a Lyle gun and accompanying apparatus and a practical demonstration was recently afforded to a select party of how to use the rig.

Agent Herbert Brown, Captain Whitney of the Morse and Captain Herbert Vroman of the Union Towing Company went over to the life-saving station at Duluth and Captain McClellan turned out his crew to give a demonstration of the working of the gun and lines and to explain everything in a satisfactory manner. A line was thrown about 800 feet over a yard arm on a post erected on the Lake beach and one of the crew climbed up to it and hauled in the endless fall and block. He was then hauled to the firing point in the "breeches buoy."

If this apparatus had been on the Mataafa when she was wrecked the lives of the nine drowned and frozen men might have been saved.

It is expected that all the vessels of the Pittsburg fleet will soon be equipped with this apparatus.

PORTAGE LAKE TRAFFIC.

The monthly report for the traffic passing through Portage Lake shows that since the opening of navigation this year 173,318 tons have passed through that waterway, as compared with a total cargo for the same period last year of 292,575 tons.

Last year there were 134 vessels upbound as against eighty-one this year and seventy-five down bound as against forty-six. The total tonnage of the 209 vessels last year was 256,695, as against 155,640. Soft coal shipments were much greater, there having been 132,704 tons upbound and 23,475 down bound, a total of 156,174 tons last year, as against a total of but 63,383 tons this year. Copper shipments this year show a slight increase, the total being 13,735 tons, as against 12,630 last year.

The harbor dock line, as it now exists along the shore of Minnesota point at Duluth, will be moved back about 750 feet by order of the Secretary of War, when the new dredging project gets under way. Some years ago the harbor dock line on the point was extended about 1,000 feet out into the harbor, as it was thought that wonderful things would be done on the point, but nothing came of all the schemes and to-day all the room that can be obtained is wanted in the harbor basin.

The steamer Hendrick Hudson, designed by Frank Kirby, of Detroit, and plying on the Hudson River, has a carrying capacity of 5,000 passengers.

NOTICE TO MARINERS.

The United States Lake Survey of Detroit gives the following report of conditions at Lake Erie harbors, in charge of Lieutenant-Colonel John Nellis, United States engineer at Cleveland.

At Huron the new east jetty has been completed and 500 feet length of the old east pier is removed; the removal of the remainder, projecting about 450 feet north from the shore line, is in progress. The present piers are 300 feet apart at the outer ends, from which the east pier diverges at an angle to shore so as to form a gradually widening basin to eastward of the channel. This area inclosed by the piers will be deepened to twenty-one feet. Outside of the pier-heads, in line with the channel, there is ample depth for all vessels.

On May 20 the United States dredge Burton completed the removal of shoals from the channel at Fairport, providing sufficient depth for navigation, and the dredge was next assigned to clear the channel at Conneaut.

MOTORS FOR LOCKS.

An important improvement, which will save three hours in the passage of vessels through the Welland Canal, is now being installed. Motors of five-horse power are being installed at all lock gates and these will open the gates in thirty seconds, where it now takes at least four minutes. This will mean a saving of at least three hours' time between Port Colborne and Port Dalhousie. Already the motors are working on locks 23, 24 and 25, near Thorold, and in a short time all locks will be fitted with them. There will be four motors at each lock. The motors will be operated by electricity generated at the sub-station at Thorold that now furnishes the electric lights along the Canal.

STOCKS OF GRAIN.

Stocks of grain in the elevators in the Duluth-Superior harbor as compared with those of the same date last year show a decrease of over 4,500,000 bushels. The figures are as follows:

	June 6, '08.	June 8, '07.
Wheat	2,915,000	5,921,000
Oats	52,000	596,000
Rye	30,000	7,000
Barley	217,000	243,000
Flax	2,333,000	3,444,000

Total 5,547,000 10,211,000

The project of Major Graham D. Fitch, of Duluth, for the improvement of the harbor at Grand Marais, Minn., has been approved and it will be commenced as soon as the money appropriated is available. The improvement will consist of dredging about twenty-one acres of the harbor basin and the putting in of a new east pier. This will make the entrance to the harbor, which is dangerous at present, available to vessels in any kind of weather. Grand Marais is the only natural harbor on the United States' north shore of Lake Superior.

OLD CRAFT STILL GOOD.

The Upson-Walton Company nearly forty years ago fitted out the schooner Nellie Redington, with a carrying capacity of 1,500 tons, and one of the latest ships fitted out by that concern is the Henry E. Phipps, a big steamer which carries over 12,000 tons.

"That is quite a contrast surely," remarked Captain Keenan, of the Nellie Redington, the other day. "But I want to say to you that the timbers of the Nellie Redington are just as good to-day as they were the day she was finished. She is one of the best preserved boats on the Lakes, in fact much better than a great many boats built ten years ago. Two years ago last fall when several of the big fellows got caught in that gale on Lake Superior, and were blown ashore, I was there with the Redington, in tow of the steamer Zillah. We rode out that gale and didn't even strain a plank. It was the severest experience I ever had, but it showed me that the old schooner was as good as any on the Lakes in a gale."

WILL MAKE DAY TRIPS.

Quite a number of improvements have been made on the steamer City of St. Ignace in preparation for her work as express steamer between Cleveland and the Straits of Mackinac. She went into commission on June 25, and will carry no freight. Regular summer service on the Mackinac division of the D. & C. line was inaugurated recently, when the steamer City of Mackinac left Detroit. With the later advent of express steamer City of St. Ignace, daily service will be given on the Mackinac division.

Service on the C. & T. line was resumed on June 14, by the steamers City of the Straits and State of Ohio. The City of the Straits will be operated out of Cleveland as usual.

Daylight trips between Detroit and Cleveland will begin on June 30.

Captain James Reid, of the Reid Wrecking Company, left Duluth recently for Sand Island, near Bayfield, Wis., with a wrecking outfit and crew and will begin at once on the wreck of the steamer Sevona. The wreck is a menace to navigation and after the engines are taken out the hull will be destroyed.

Captain Reid came from Baraga, where he has been superintending the work on the Wilson Transit Company's steamer Spokane, which went ashore in that vicinity last fall and was pulled off by the wrecking company. The steamer lay at Baraga all winter and a crew was put at work making repairs a short time ago. The Spokane may be towed to the Superior shipyards for repairs. She is a steel steamer of about 4,000 tons and is a valuable wreck.

A clash between Government and Buffalo city authorities over the construction of the new Blackrock ship canal, which will enable the largest Lake craft to reach Tonawanda, is threatened. The Commissioner of Public Works claims the blasting endangers the city's intake tunnel, but Colonel Fiske, the Government's engineer, says the contract for the ship canal antedates that of the tunnel.

Demand the union label on all products.

NEW WELLAND CANAL.

Instead of deepening the present Welland Canal a second canal may be dug by the Canadian Government. Minister Graham of Railways and Canals stated in Parliament that very prominent engineers are of the opinion that it would be better and cheaper than to deepen the present canal.

A rough estimate places the cost of a second canal at \$25,000,000 to \$30,000,000. Minister Graham declared that if Canada is to hold her own in carrying her traffic and some of that of the United States the present Welland Canal must be deepened to twenty-five feet.

The tug Pittsburg, of Duluth, owned by the Pittsburg Steamship Company, will spend the summer in the Detroit River. It is understood that the company has stationed the craft there to look after vessels of that line which may come to woe during the season.

Captain Ole Christianson, of Detroit Harbor, Green Bay, has purchased the schooner Oscar Newhouse from Captain H. L. Hanson, of Manitowoc, and it is his intention to retire the Madonna, which has about outlived her usefulness after having been in commission almost continually since 1871.

SKILLED MEXICAN LABOR.

A new light on Mexican labor was given recently when it was announced that a man with much experience in the handling of men of almost all nationalities had decided to take to South Africa a gang of Mexicans to work on a paving job. The contractor might have secured thousands of laborers much closer to his new field of work, and it would have been possible for him to have secured Oriental laborers at wages less than he will have to pay the Mexicans he is going to take across.

The men he will take to South Africa are men who have been in his employ engaged in laying asphalt paving for some time, and the contractor declares they do their work better than any men he has ever worked. This may be a shock to those men who are prone to decry the value of the Mexican laborer, but there are few men who come to Mexico who know how to handle Mexican laborers. This is a rather rare and valuable quality. Not every contractor knows this little secret. Too many men come to Mexico and attempt to drive the peon labor of Mexico like they would cattle. They usually fail. There is a way to get work out of all men, and the way to get it out of the lower classes of this country is not by driving, if the testimony of a few successful contractors is worth anything.

Incidentally, these men who are going to South Africa have been paid fair wages in this country, and will be paid in the same manner in South Africa.

Not all Mexican laborers are worth good wages, nor are all Japanese or Chinese. There is a good deal in the selection of the material. It is doubtless true that the number of laborers in Mexico is not large enough to do the volume of work the country needs done, but is it not just possible that if a little judgment and some common sense were more frequently used one might hear less about the inefficiency of the labor at hand?—Mexican Record.

Captain Thomas Isabell's little steamer Reliable, which he recently purchased, is at Sturgeon Bay. The craft is 91x22 feet and 44 tons burden. Captain Isabell will use her in his wrecking and diving operations.

The dismantled wreck of the scow R. H. Becker lies in fifteen feet of water south of Sheboygan harbor, where it will rest until the seas drive it up on the beach.

During the last month the Lake fleet carried 295,440 tons of soft coal and 143,029 tons of hard coal to Lake Superior.

The Durolithic Company, of Buffalo, has been awarded the contract for building a marine hospital there for \$82,861.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Eugene D. Kinnear, No. 13658, Lake Seamen's Union, is inquired for by Chas. E. Kinnear, 364 Fargo avenue, Buffalo, New York.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.108 Third Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Melgs Street

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Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

HEROES OF LABOR.

My friends, we have assembled here this afternoon, as trade-unionists and friends of trade-unionism, to pay a tribute to our dead, and to dedicate a day to their memory. Within a few days our citizens will celebrate the Nation's most solemn holiday, by visiting the silent cities of the dead and laying tender tributes of affection upon the mounds which cover the departed, and visiting our shores and casting fragrant blossoms upon the waters. On Memorial Day, our pulpits and our public platforms will call attention to the great struggle in which our soldiers and sailors were engaged, and of the blessings which we enjoy because of the sacrifices they have made. Our Nation has honored itself in consecrating that day to the memory of those who sacrificed their lives that this Nation might be a country where all men could enjoy political equality and political liberty under one great government of the people. Political equality and political freedom alone are not enough, however, to safeguard the interests of mankind, for there must be industrial freedom and industrial equality as well, if the weak are to be protected from the strong and from the overreaching.

It was for the purpose of establishing industrial freedom and equality among men that trades-unions were organized and have been maintained, and it is therefore eminently fitting that Organized Labor should set aside a day in remembrance of those within their ranks who have joined the silent throng beyond the grave. To-day, throughout the land, the trades-unions are assembled in memorial services, setting aside this day, for the first time, as one particularly devoted to the memory of labor's dead.

The Nation has failed to appreciate the debt it owes to those who gave the best years of their lives in an effort to improve the workman's industrial condition, and to elevate the American standard of living. It has not appreciated the sacrifices made, and the vital principles which the trades-unions have taught and established; but those who have participated in this great movement, and who have been taught the lessons of self-sacrifice and loyalty to principles by those in whose memory we are assembled, more fully appreciate their worth and what they have done to make the American workman industrially free and the peer of the workmen of the world.

If we are to understand the true significance of Memorial Day, and the grave issues involved in the War of the Rebellion, we must understand the conditions existing when the great struggle took place, and the principles which were involved. And so, if we are to grasp the special significance of the day, which the trades-unions have set aside in honor of their dead, we must realize why the trade-union movement was born, the principles it taught and contended for, and the work accomplished by its members.

The industrial history of our country does not present a record which is altogether gratifying, for it contains many dark pages which tell the story of industrial oppression, and of the arbitrary and overbearing attitude which many employers have assumed.

It contains the record of little children snatched from the school-room and placed in the factory that the vitality of their tender bodies might be coined into gold, of self-supporting and self-respecting women who

have been forced to work in the sweatshops, under unsanitary conditions, for a mere pittance.

It tells of company stores owned and operated by the employers, at which their workmen were forced to purchase the necessities of life, frequently at a much higher price than that prevailing in the open markets.

It tells the story of cunning and heartless oppression that succeeded in placing the employer in industrial supremacy.

It contains a record of legislative and judicial decrees, which aimed to make the American workman a mere machine for the production of wealth, to be used and operated by the employer with the same freedom used in operating the machinery of the factory or workshop.

The trades-unions of our country have resented this attitude. They grant the employer the right to use the machine, to test and experiment with it, to speed it to its limit and then throw it, when worn out, into the scrap heap, but they deny the right of any employer to use the same methods with his workmen, to experiment with their flesh and blood, to drive their bodies to the physical limit and then, when worn out prematurely, to throw them into the industrial scrap heap to be replaced by younger and more vigorous men.

It was to prevent these abuses, and to secure industrial freedom and equality, that the trades-unions were organized. No history of our country will be more interesting to future generations than that which contains the story of our movement and relates the struggles through which its founders passed, the sacrifices they made and the obstacles they were forced to meet and overcome.

They were looked upon with suspicion by the humanitarians, and were bitterly opposed by the employers. The law afforded them but scanty protection, and their only encouragement was the knowledge that they were fighting the battles of the helpless and the oppressed. In those early days they were frowned upon by our lawmakers, and our seats of learning taught the false doctrine that the purpose of trades-unionism was contrary to the natural laws of the economic world, contrary to the law of supply and demand, and injurious to the workman's welfare.

In their effort to improve the workman's industrial condition, to protect his life and limb, and safeguard his health while employed, they were met with the accusation that their organizations were conspiracies in restraint of trade, and that they were interfering with the employers' right to manage and operate their business to suit their wish and inclination.

But through their efforts a change has taken place, and to-day the civilized world acknowledges that the wage-earner has a right equal to the employers; that he has a right to have a voice in determining the conditions under which this labor is to be given. To-day the world applauds the workmen when they insist upon sanitary conditions in the workshops and the safeguarding of dangerous machinery; public opinion justifies the miners when they insist that the mines where they labor shall be equipped with every device that can protect their life and health while engaged in their

(Continued on Page 11.)

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
 29 ERSKINE STREET, SYDNEY, N. S. W.

HEROES OF LABOR.

(Continued from Page 10.)

arduous and dangerous toil in the bowels of the earth.

The trades-unions have forced this recognition of the workman's right to have an equal voice with the employer in determining the conditions of labor, and through their untiring efforts the workman is gradually being granted those rights which were withheld from him so long. Flesh and blood were once bought and sold in this free land of ours, and it was because of this unholy traffic, and the industrial absolutism which it created, that the moral conscience of the Nation was awakened, and that our boys in blue laid down their lives in that tremendous struggle which led to the abolition of slavery.

If it were not for those in whose memory we are assembled to-day, the workman's condition would be practically that of wage slavery, for without the trades-unions they would be subject to every whim and caprice, and to every degraded condition of servitude which any employer might enforce. As it is, even to-day where trades-unions do not exist and extend their helpful influence, the conditions of labor are generally deplorable, and the employer's power so extended and entrenched that even peonage has been found to exist. If the trades-unions had only taught the workmen to think and study over the conditions and nothing more, they would be entitled to the commendation of every citizen who loves his country; but they have crystallized their thoughts and convictions into actions and deeds which speak more eloquently for themselves than words can express.

We have just cause for pride in what they have accomplished, for their influence shows itself in every workman's home, and in every schoolhouse where the workman's child is found. They have maintained the American standard of living, and made it possible to elevate it upon an even higher plane.

They have taught the emigrant from those lands where labor has been oppressed for centuries what were their rights, and how to protect them, and they have been the greatest factors in fostering the spirit of our free institutions among those who came to us from foreign shores.

They have taken the dependent and self-supporting woman from the unsanitary workshop and given her greater safety and the enjoyment of sanitary conditions which had previously been withheld by greedy capital.

They have taken the child from the factory, where it had been placed by the hand of greed, and sent it to the public schools that it might be fitted for the battles of life.

They have taught us, by their example, to be true to our convictions, and to place loyalty to principle far above personal gain or personal preference.

Our country is a better land to live in because of the organizations they established, and the great economic and social truths which they have impressed upon our people. We welcome this opportunity of paying a tribute, so well deserved, to those who have left our ranks for the great beyond, and to those heroic souls who, encountering every form of oppression and persecution, gave their lives to our movement, which has for its purpose the protec-

tion of the weak, the elevation of our American standard of life, and the establishing of industrial equality and industrial justice.

Is it surprising, therefore, that we should honor those who gave birth to our movement, and that we should miss those who stood shoulder to shoulder with us on the industrial battlefield? We have looked upon their silent features for the last time, and have taken our last farewell. We can never again receive the inspiration which came with the hand of fellowship which they extended. They have left us forever, and we mourn for them as the veterans mourn for their dead leaders and comrades in arms. But they have left behind them something more lasting than the ties of friendship, something more enduring than the headstones which mark their final resting place. They have left us as an inheritance the inspiring record of their deeds. They have placed in our keeping the undying principle of a brotherhood of wage-earners, which will ever protect the weak and strive for industrial equality. They have given us a solid and enduring foundation on which to build, and it is for us to erect a structure upon it which will forever shelter and protect the workmen of our country.—John P. Frey, Address on Labor's Memorial Sunday.

AN INTERESTING PROGRAMME.

EDITOR COAST SEAMEN'S JOURNAL: In anticipation of our proposed annual celebration of the anniversary of the establishment of our Association, several programmes of events have been suggested by various members, but for a downright crackerjack of a programme submitted in a vein of jocularly, without the remotest intention of giving offense to any member or members, either individually or collectively, by one of the members of our Association, the following card surely takes the palm. It embodies a remarkably clear and concise portrayal of the Hibernian, Scandinavian and Dutch elements that prevail among the licensed officers of the United States, and a more desirable or capable body of men who travel in the interests of commerce could not be found in any part of the maritime universe. It is published principally for the purpose of showing the good will and "esprit de corps" that exists among the "Officers' Brotherhood of the Sea."

JOSEPH T. LIDDY.

The proposed programme is as follows:

The Tenth Annual Dance, Smoker and High Jinks Given by Bergensker Harbor No. 15,

ASSISTED BY THE

Norsk & Svensk Singing Societies, the Gaelic Dancing Club and the Gesang Eintracht Verein.

Opening Address by the President of the Norsk Club "Hail Hogan"

Loud Laughter by a Member of the Gaelic Dancing Club.

Recitation, "Skall Native Sons Go in Steam-Schooners" Brother Olsson

Snow-Shoe Dance by a Member of the Gaelic Club.... Brother Joseph T. Liddy

Lumber-Humping Contest—Size 12" by 12" by 24 feet.....

..A Bergen Mate against a Stavanger Mate

Song, "Spearing Luter Fisk at North Cape" Brother Dennis Coleman

Debate, "Did Ireland Ever Belong to Norge" ----

Ayes, Norsk and Svensk; nays, Gaelic Club
Result of Debate—Free-for-all fight between the Irish and Dutch.

Pathetic Song, "Why Did They Bury Olaf in Tipperary?"..... Brother Knut Olson

Political Address, "Why Have We An Irish Captain and Outside Man When the Dutch Are on the Beach?".....

..... Brother Ole Quayle

Labor Agitation, "Skall Mates Never Get More Than 500 Kroner a Month?"

Comic Song, "It Is Too Cold to Wash"....

..... Brother Jerry Hobbs

Reindeer Race—From Bergen to Fredericksstad; distance, 543 versts.....

Jockeys, Erie Connell and Johann Saunders
Song, "Skall Freights Ever Go Up?".....

..... By Every Swede Present

Dancing—(Dancing in Wooden Shoes Not Allowed.)

Irish Reel..... Brother Svendal, Assisted by Brother Sverdrop on the Bagpipe

Scientific Handling of the "Hook".....

By a Double-Breasted Mate from Finland

Stockfisk Cleaning Match..... Brother

Ole Kennedy and Brother Mike Mulcreavey

Refreshments—Swedish Punch, Stock and Luter Fisk, Herring Heads, and Sild.

Song, "Skall I Ever Go Home to Kristina?"

..... Brother Barron

Practical Demonstration of Bomb-Throwing

—By a Nihilist Brother Bloombomsky

Snowball-Throwing Contest by Two Husky

Finns..... Brothers Attwater and Hobbs

The Irish Will Now Retire.

Closing Song, "Skall We Ever See Dear Hogan Again?"

This song is to be sung loudly and clearly by every Patriotic Norseman in Bergensker Harbor No. 15.

BITUMEN IN DEAD SEA.

A recent consular report points out that the bitumen from Judea is generally in large pieces mixed with earthy substances—limestone, clay and sand. It is worth as much as \$180 a ton. It rarely contains oxygen, resembling somewhat ozocerite, but it always contains sulphur. Judean bitumen floats in pieces of varying size on the Dead Sea, and is washed up principally on the western shore, where the Arabs collect it. The bitumen rises from the depths and forms islets, which were remarked in ancient times and described by Strabo. The local earthquakes have the effect of augmenting these deposits. In 1834, after a severe shock of earthquake, a mass of twenty tons was thrown up on the southern coast; in 1837, when a sharp shock was felt all over Syria, a mass of fifteen tons came to the surface. The bituminous deposits of Judea, from the southern extremity of the Dead Sea to the source of the River Jordan, lie in a remarkable manner along an axis parallel to that of the basin. These consist either of brecciated bituminous veins surrounded by limestone or of impregnated asphalt. The deposits along the western coast of the Dead Sea to the source of the River Jordan are the following: Waddy Sebel, Waddy Mayawat, Nebi Musa and Hasbeya at the northern extremity of the River Jordan. Other deposits are known to exist principally around Tiberias, but they have not been the subject of any special study.

Home News.

Two distinct earthquake shocks were felt at Ogdensburg, N. Y., on June 16. The tremors each lasted several seconds.

A vessel arrived at Boston, Mass., on June 16, bringing a ton of hair from China taken from dead Chinese to make "rats" for women.

Secretary of War Taft resigned from that office on June 19, his resignation to take effect on the 30th. General Luke E. Wright has been appointed to succeed Taft.

William H. Taft and James S. Sherman were nominated for President and Vice-President, respectively, by the Republican National convention at Chicago, Ill., last week.

Governor Glenn of North Carolina on June 19, amid imposing ceremonies, signed the proclamation making Prohibition effective in that State, beginning January 1, 1909.

A parcels post agreement between the United States and France was signed by Postmaster-General Meyer and Ambassador Jusserand of France at Washington, D. C., on June 16.

Caleb Powers, accused of the murder of Governor Goebel of Kentucky, was pardoned on June 13 by Governor Wilson of that State. Powers had been tried four times, and spent eight years in jail.

A slack export flour business, combined with the high price for wheat and the scarcity of the cereal, will result in most of the flour mills of Washington remaining closed until the new grain crop is harvested.

Complete but unofficial returns of the nomination of candidates for United States Senator made at the recent election in Oregon give H. M. Cake (R.) 50,899 and George E. Chamberlain (D.) 52,421.

Albert J. Walker of Birmingham, England, and Ralph Waldman of Kingston, Jamaica, charged with the fraudulent importation of jewelry, were arrested at Pittsburg, Pa., on June 18 and held under \$2,000 bail.

Five deaths as the result of excessive heat, and many prostrations were reported to the police of Chicago, Ill., on June 19. The Weather Bureau predicts a further rise in temperature, and a record for the year above 90 degrees.

The United States Census Bureau on June 17 issued a preliminary report showing that the total cut of lumber in the United States during the calendar year 1907 was 47,256,154,000 feet, board measure, the number of mills being 28,850.

The American Piano Company, the largest combination of piano manufacturers that has been undertaken in this country, was incorporated in New Jersey on June 10, with a capital of \$6,000,000 of 7 per cent cumulative preferred stock and \$6,000,000 of common.

Sweeping reductions in lumber rates west of the Missouri River and a 5 per cent reduction in the advanced rates in the East as well as other changes in the tariff, are ordered under decisions announced by the Interstate Commerce Commission on June 19.

Robert H. Green of Waynetown, Ind., Vice-President of the Farmers and Merchants' Bank of that place, a trustee of the Methodist Church and a large property owner, was sentenced at Indianapolis, Ind., on June 9 from one to fourteen years in the penitentiary for horse stealing, to which charge he pleaded guilty.

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Jack Kittilsen is inquired for by Chas. Johnson, South Island, Georgetown Co., S. C.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

John Bersch, last heard of as mate of the bark Reaper in 1903, and supposed to be in Alaska, is inquired for by relatives. Address John Schultmann, Sailors' Union, San Francisco, Cal.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood Avenue, Chicago, Ill.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Leishman, James
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Johnson, J. W.	Thomason, S.
Johnson, Gunder	Thompson, C.-720
Johnson, Carsten	Torgusen, A. T.
Johnson, Alf.	Turninen, Alf.
Kahlbetzer, F.	Udhy, H. L.
Karlson, K. A.-551	Wallace, Alex
Ketala, H.	Westad, Johan
Kelly, R.	Whitby, Albert
Kjelgren, J. A.	Wemmer, Geo.
Knudsen, R.	Wirtanen, C.
Kristoffersen, Emil	Yerna, F.

Pt. Townsend Letter List.

Dietricks, Carl	Mowder, Karl
Echman, William	Milsen, M. O.
Healy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Stacheassen, C.
Ligestralm, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moberg, Alfred	Woker, Hermann
Moller, Andrew	

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Ernst Sawitza, aged 23, last heard of in 1905, at that time a member of the Atlantic Coast Seamen's Union, is inquired for by Theo. Sieger, 1247 Cottage Place, Milwaukee, Wis.

Carl M. Baarson left Milwaukee, Wis., on September 8, 1905. Anyone knowing his present whereabouts please notify his mother, Mrs. S. M. Baarson, 295 Mineral street, Milwaukee, Wis.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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Andersson, J. S.
Bakke, Mathias
Brookmann, Robert
Berthelsen, Alfred
Behrens, Emil
Boose, Paul C.
Bade, Alex.
Buchtman, F.
Borge, S. H., -1568
Bagdon, Wilhelm
Berghold, Hermann
Coye, Chas. P.
Christensen, P.
Carlson, A. M.
Eriksson, E. J.
Elissing, Bernard
Gunter, Richard
Frederickson, J., -580
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Hartman, Chas.
Hansen, Hans Chr.
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Hassall, S. G.
Hilarion, Chas.
Hegan, Paddy
Herman, D.
Johansen, -2126
Jensen, Hans, -1826
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Jahnke, Arthur
Knopff, Fritz
Kone, Ernst
Knudsen, Peder
Knubedal, Peter
Koch, Karl
Laine, Frank
Lindholm, A.
Lindholm, G.
Lorin, C.
Larsen, Niels A.
Lewis, W. J.
Ludlow, James
Merents, Otto
McArthur, Chas. A.
Meijer, O. W. G.
Martin, John B.
Nelson, J.
Oswald, T.
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Samuelson, Vic.
Sillwaia, Jacob
Stenzel, Walter Otto
Shallow, John
Thulin, C. J.
Wikstrom, Anton
Winters, C. J.
Winche, August
Wahlstedt, R., -778

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Union Goods a Specialty.**INFORMATION WANTED.**David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.**SEATTLE, WASH.****Change of Ownership Sale**

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
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In order to dispose of the present stock quickly we have marked it down to one-
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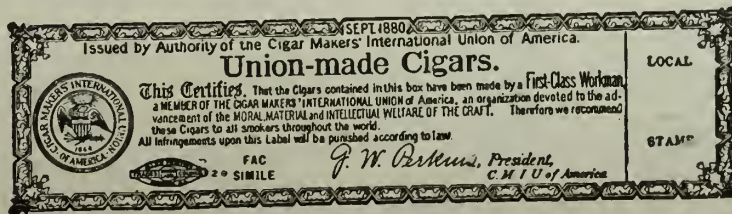
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BOOT AND SHOE WORKERS' UNION,
246 Summer St., Boston, Mass.

SMOKERSSee that this label (in light blue)
appears on the box from which
you are served.**News from Abroad.**

The Russian Douma has adopted
the Government bill for the double-
tracking of the Siberian Railway.

The Philippine Government has ap-
propriated 100,000 pesos for the enter-
tainment of the Atlantic Fleet during
its visit to Manila.

The French Chamber of Deputies
has adopted an amendment to the vot-
ing law which practically puts into
effect the secret Australian ballot sys-
tem.

An engineer named Ponteaux an-
nounces the invention of an electric
gun which without powder or other
explosive is capable of firing 1200
shots a minute.

Thirty persons charged with politi-
cal offenses were executed in various
cities of Russia on June 10. In addi-
tion, sixteen death sentences were is-
sued by courts-martial.

The Russian Douma, by a vote of
194 to 78, has rejected the item in
the naval budget appropriating \$5,500,-
000 to lay the keels of four battleships
during the current year.

The Japanese Foreign Office has is-
sued a white paper maintaining the
correctness of the attitude of the
Japanese Government in forbidding
the building of the Fakumen-Simnin-
tin railroad.

The campanile of Santo Stefano
Church at Venice, a Gothic structure
of the fourteenth century, which con-
tains the tomb of the Doge Francesco
Morosini, threatens to fall like the
campanile of St. Mark's, which col-
lapsed in 1902.

Ten robbers, heavily armed, invaded
the Customs office at Tiflis on June
11 and killed the official in charge and
his four assistants, decamping with
\$12,000. The police pursued the rob-
bers, killing three of them, but the
others escaped.

It is reported that the negotiations
with regard to the indemnity from the
Chinese Government by the owners of
the Tatsu Maru, which was seized on
February 7 by Chinese Customs offi-
cials off Macao, have been concluded,
the Viceroy of Canton agreeing to the
payment of \$218,000.

E. T. Bethel, the British subject
who was found guilty at Seoul, Corea,
on June 17, of spreading sedition
through the medium of a newspaper
published in the Korean vernacular
and of which he is proprietor, has been
sentenced to three weeks' imprison-
ment.

The authorities at Canton, China,
are actively suppressing the opium
traffic. Two neighboring market towns
were visited recently by the police
under orders of a magistrate and more
than 200 opium pipes and apparatus
seized. The keepers of the places were
arrested and severely punished.

The naval court-martial into the
loss of the British cruiser Gladiator,
as a result of her collision with the
American liner St. Paul last April,
found that Captain Lumsden had
hazarded his ship by a default, but not
by neglect, and adjudged him to be
reprimanded and dismissed from his
ship.

The trial of the men who in Decem-
ber of 1905, during the revolutionary
movement organized the "Novo-
rossysk republic," came to an end at
that place on June 17. The President
of the "republic" was sentenced by
the court-martial to fifteen years at
hard labor, two men were given ten
years each at hard labor and sixty-six
were sentenced to short terms in pris-
on. Forty-one of the prisoners were
acquitted.

Labor News.

Officials announce that the Navy Yard at Charlestown, Mass., will take on a large number of workmen and resume a full-time schedule July 1.

Santa Fe locomotive shops over the entire system were ordered closed on June 19 till the 29th. This will affect over 1000 men in Topcka. Scarcity of work is given as the cause.

Secretary of Commerce and Labor Straus has arranged for Charles P. Neill and Herbert Knox Smith to investigate financial and labor conditions of the telegraph companies.

Will J. French, Secretary-Treasurer of Typographical Union No. 21, of San Francisco, has been appointed editor of the San Francisco Labor Clarion, vice J. J. O'Neill, deceased.

At the convention of the International Printing Pressmen and Assistants' Union of North America, which opened at Mobile, Ala., on June 15, President George L. Berry was re-elected.

The book and job scale of the San Francisco Typographical Union has been increased from \$22 to \$24 a week. All employers have accepted the new scale under an agreement reached some time ago.

President Lewis, of the United Mine Workers, arrived at Wilkesbarre, Pa., on June 12 from Indianapolis. He addressed a labor meeting on the 13th and outlined his policy in the anthracite region.

Five hundred men and as many families in Sparks, Nev., are affected as the result of an order issued on June 18 resuming operations in every branch of the Southern Pacific Railroad shops at that place.

Representatives of labor organizations of the District of Columbia have called at the White House to request the President to deliver a "farewell address to labor" on Labor Day. The President will consider this request.

The Department of Commerce and Labor is formulating regulations under which the recent Act making the Government liable to certain classes of employees injured in the course of their employment will become effective August 1.

Two thousand shop employees of the Union Pacific Railroad were recently placed on full time, after working short time since January 1. At Union Pacific headquarters it is stated that other departments which were cut down a few months ago will be augmented about July 1.

A police court warrant has been issued in Sydney, Australia, for the arrest of three felt-hat finishers, who signed a five years' engagement in England to work for a Sydney firm. The warrant sets forth that the three men absented themselves from work without reasonable cause.

For violating the Wisconsin Eight-Hour law the Chicago, Milwaukee and St. Paul Railroad Company must pay to that State a fine of \$1000 and \$50 additional cost, according to the judgment entered by Judge Warren in the Tarrent case at Milwaukee on June 17. The case will be appealed to the United States Supreme Court if necessary.

Two thousand five hundred miners in the Northern Colorado coal fields quit work on June 19, intending to remain out until the operators grant an increase in wages or make satisfactory concessions. If after further negotiations between the United Mine Workers' officers and the operators no settlement is reached, a formal strike will be called.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Seharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Ackerson, Peter
Adama, D. J.
Ahloff, W.
Alexis, Hakan
Alksne, August
Andersen, Lars
Andersen, -1562
Andersen, Christian
Andersen, Rasmus
Andersen, -1229
Andersen, Christian
Andersen, John
Andersen, -1305
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Baardsen, T.
Bacanau, V.
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Bartels, Herman
Bateman, S. J.
Bauer, -1350
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Fehr, H.
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Gabelson, C. W.
Gadrielsen, Oscar
Gad, Sophus
Gallins, Carl
Gallis, Gronner
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Gormier, Jean L.
Gors, Fred
Grawert, Joe

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Janson, Nils
Jarvie, W.
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Kirwan, Milton L.

Lahmeyer, Hermann
Lahr, Otto.
Lang, Gustaf
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Lankewitz, E.
Lantz, Gustaf
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Olausen, 906
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Patsek, Chas. S.
Pearson, Ch.
Pedder, Joseph
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Pendville, N.
Penny, Matthew
Penrose, Ed.
Perrson, H. W.
Persson, Chas.
Peterson, -782
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Quinn, Wm.
Raahange, J. F.
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Reinwald, Erik
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Richardson, Frank
S.
Reese, Wm. E.
Rigoulot, B. A.

Saker, John A.
Sampson, Carl
Sanchez, V.
Sandqvist, C. G. E.
Santny, Ned
Sawberg, A.
Schaefer, Thomas
Schell, Hans
Schell, Hans
Schilling, Chas.
Schmidt, Jas. P.
Schmidt, Franz
Schmidt, Carl
Schmitz, W.
Scholl, Carl
Schoor, John V.
Schorer, L. F.
Schote, Herman
Schuler, Ed.
Schultz, Louis
Schultz, Axel
Scott, Edward
Sehry, G. W.
Sembach, John
Sentell, Wm.
Shannon, H. C.
Sherry, John
Showell, R. J.
Sickler, Mr.
Siegurd, J.
Siekemeyer, W. J. H.

Slevers, Herman
Sigurd, Gustaf
Tavares, J. E.
Telgland, Karl
Tergesen, Tom
Thogersen, Chr.

Johnsson, Carl
Johnson, Nils
Johnson, John
Johnson, D.
Jorgensen, Johan
Jorgensen, Johan
Jullnsen, Carl
Klingstrom, G.
Klnitzer, Alfred
Knudsen, Lauritz
Knudsen, Jack E.
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Koppen, Max
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Leonard, Chas
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Lewis, T. M.
Liedtke, B.
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Lindberg, G. W.
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Melander, Gus
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Mikkelsen, A. S.
Miller, Harry
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Miles, Petar
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Moller, Jens
Monsen, Andrew
Montplaisir, F.
Muller, Heinrich
Muller, Werner
Mullins, Thomas
Munby, N. J. W.
Murray, Jack
Myers, Thos.

Nilsen, Karl J.
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Nilsson, O. R.
Nilsson, -629
Noak, Hans
Nordlund, F.
Normann, Herman
Norton, Jack R.
Nyberg, Erik

Olsen, Ole
Olsson, C. S.
Olsson, -945
Olsson, J. W.
Ordig, Bruno
Osterberg, Gus
Osterhuls, R.
Ostlin, Frank
Oufroy, Maurice

Petterson, Otto
Patterson, Karl A.
Pettersen, 1248
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Pietschmann, Geo.
Poder, F.
Pohlman, Hans
Polge, Louis
Polson, Carl
Pranschke, John
Prigeset, J.
Prinz, Chas.
Punjer, R.

Quistgaard, Carl
Richelsen, Peter
Risley, L.
Roberts, E.
Robertson, D. A.
Robinet, Geo.
Rodriguez, D. M.
Rohrdanz, A.
Rorhus, Carl
Rosa, Oscar
Ruckle, E.
Ruckman, Arthur
Rustad, Hjalmar
Ruthberg, Edw.

Sikman, A.
Sjoblom, A.
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Swanson, H.
Swanson, Andrew
Swanson, Bernhard
Thomassen, P.
Thome, Aug.
Thompson, Chas.
Thralls, L. M.

Thuresson, Theo.
Tillman, Chas.
Tjellman, Jonas
Tohn, Austin F.
Tofte, H.
Tompson, G. T.

Ulla, Ole A.
Von Asperen, W.
Von den Steene, J.
Vongehr, Ewald
Wahlstrom, Albert
Wakely, R. E.
Wanag, M.
Webb, John E.
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Information Wanted.

Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignes, Sailors' Union, San Francisco.

Julius Brandt, who was formerly working as a longshoreman at Coos Bay, Or., will please communicate with the Coast Seamen's Journal.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Vicktor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address Coast Seamen's Journal.

Oscar Sunerisson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

Hans Faroldre, a native of Aalesund, Norway, is inquired for by his parents. Any one knowing his whereabouts please notify Mrs. John B. Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ostland, sailing on the Pacific and Atlantic Coast, respectively, are inquired for by their brother, Edward. Address, Coast Seamen's Journal.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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INFORMATION WANTED.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

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Domestic and Naval.

Dr. Thomas C. Small, chief surgeon of the American liner St. Louis, committed suicide by shooting in his cabin on that steamer at New York on June 19. No cause for the act is known.

John B. Roach, the shipbuilder, died suddenly of apoplexy at his residence at Chester, Pa., on June 16. He was 68 years old. His father, John Roach, in 1871 established the famous ship-building works in Chester.

On July 1 the Navy Department will open bids for three new steam-colliers to carry 7200 tons of dead weight and to cost not to exceed \$525,000 each. The vessels must be turned over to the Government complete.

More than one thousand persons holding steerage tickets for European ports were left behind by the steamer Potsdam when she sailed from New York on June 17 with her steerage quarters filled to their capacity of 2000.

The freight service of the White Star line has been discontinued, and the five freight steamers, Cevic, Bovic, Georgic, Armenian and Victorian have been laid off, because the railroads favor Montreal over New York in fixing freight rates.

John E. Craven, commander of the Fourth Lighthouse District, has notified the shipping officials of Philadelphia, Pa., that the buoys marking anchorage grounds within that port will be maintained at Government expense, as heretofore.

The recent torpedo attack against the monitor Florida, in Hampton Roads, to test the efficiency of a new water-tight bulkhead, proved successful as to the resistance of the vessel so fitted. The Florida was damaged, but could have remained in the fight if in action.

A report received at the Navy Department states that the battleship Georgia has made the world's coal-ing record, taking on board 1779 tons of coal in five hours and twelve minutes. In the best hour 458 tons were taken on board. The Georgia is now on the Pacific Coast.

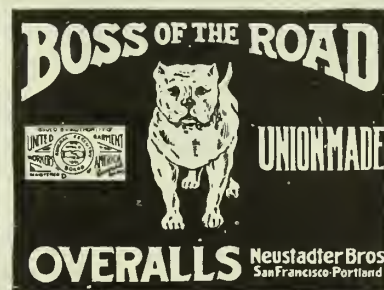
The Merchants and Miners' liner Merrimack arrived at Savannah, Ga., on June 11, with Captain Ellis and survivors of the crew of the British steamship Caribee, which was lost in the Gulf stream on the 8th. Walter Howe, of the crew, was lost after the vessel was abandoned.

Joseph B. Bishop, Secretary of the Panama Commission, who recently arrived at Washington, D. C., reports that work is now progressing so speedily that the men on the Commission assert that the Canal will be ready for ocean transportation at the end of five years.

The Philadelphia (Pa.) Maritime Exchange has been notified that all vessels from ports south of St. Mary's River are required to stop for inspection at the State Quarantine Station, Marcus Hook. Vessels from other southern ports must also stop in the event of their having sickness on board.

The gross tonnage of vessels, both steam and sail, built in various parts of the United States during May was as follows: Atlantic and Gulf, 3745 tons; Porto Rico, 33 tons; Pacific Coast, 3925 tons; Great Lakes, 42,541 tons; Western Rivers, 1157 tons; total, 51,401 tons. The foregoing figures do not include craft without motive power of their own.

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Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

With the Wits.

"You must wake and call me early,"
So she said;
But when called, the peevish girlie
Stayed in bed.
—Kansas City Journal.

Wouldn't Let Him.—George—"A
thoroughbred gentleman puts on his
clothes and then forgets them."
Ned—"That's what I try to do, but
my tailor won't let me."—Exchange.

Cheap.—Parson Jackson (dining
with member of congregation)—"Dis
am a fine tuhkey, indeed, Mistah John-
sing. What did it cost yo'?"
Mr. Johnsing (absently)—"About
two houahs' sleep."

Joyous.—Guest—"Who are those
men at the next table?"

Innkeeper—"The wife of one of
them ran away this morning and they
are celebrating the event."—Meggen-
dorfer Blatter.

She Knew.—Applicant—"No ma'am;
I couldn't work in a house where there
were children."

Mrs. Keephouse—"But we adver-
tised for a girl who understood chil-
dren."

Applicant—"I do understand 'em,
ma'am. That's why I won't work
where they are."—Illustrated Bits.

Missionary Work.—"So you once
lived in Africa, Sam?"

"Yes, sah."

"Ever do any missionary work out
there, Sam?"

"Oh, yes, sah! I was cook for a
cannibal chief, sah!"—Yonkers States-
man.

Interviewed. — Employer—"I have
two questions to ask you, sir. First,
I understand that you are in the
habit of betting money at the race
tracks. Am I correctly informed?"

Clerk—"Ye—yes, sir. I won two
hundred yesterday."

Employer — "Er—hum! Second,
where do you get your dope?"—Cleve-
land Leader.

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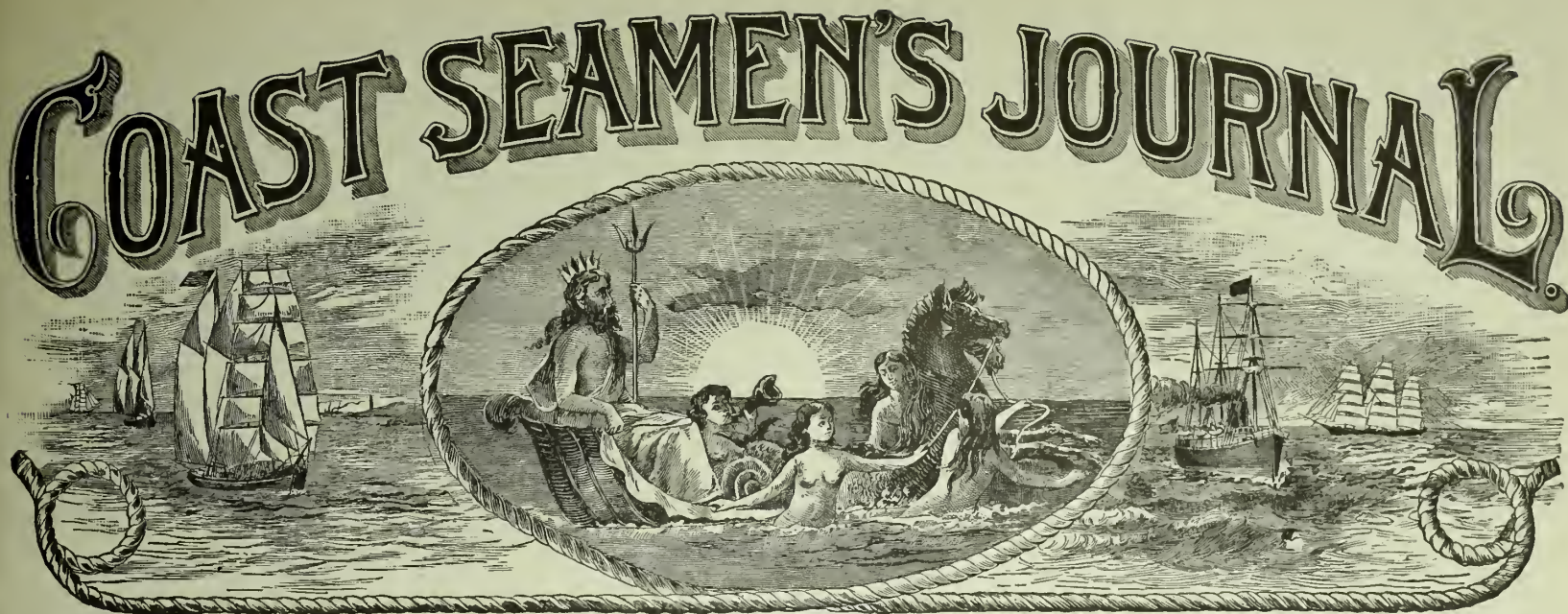
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VOL. XXI, No. 41.

SAN FRANCISCO, WEDNESDAY, JULY 1, 1908.

Whole No. 1071.

JUDICIAL SUPREMACY.

THE VIEWS pronounced by Chief Justice Clark, of North Carolina, on the attitude of the Judiciary in its assumption of authority to declare unconstitutional the measures passed by Congress, have attracted wide attention by reason both of their depth of reasoning and the authoritative character of their authorship. Two weeks ago the Journal published an article by Justice Clark, entitled "Courts and Constitution," in which the powers of the United States Supreme Court, as devised by the makers of the Constitution, are clearly set forth, in contrast with the powers assumed by that tribunal in the present day. Following is another article by Justice Clark, in which the general attitude of the Judiciary is discussed in an authoritative and convincing manner:

At the last session of Congress there was presented to the world one of the most singular spectacles known to history. The evils of our railroad managements, which are manifold and serious, had engaged the thoughts of the people. In sympathy with their just demands the President had recommended to Congress the enactment of remedial legislation. The House of Representatives after full debate passed a bill for Railroad Regulation. It went to the Senate. In that body it was discussed and debated. The necessity for such legislation and the public demand for it were admitted by all. As to the justice and propriety of the measures proposed, there was slight difference of opinion. But there was elaborate and long discussion. Over what? Why, whether the subordinate Federal judges would issue their mandate to stop the execution of an Act of the American Congress, passed by the Senate and House of Representatives of the United States and approved by the President, and if they did so whether such mandates would be approved by the majority of the Supreme Court. Nowhere else on the globe at any time has such a spectacle been presented. In no other country in all time has it ever been claimed that the judges thereof had power to impose their veto upon the action of the law-making power. Elsewhere the judges have been bound by the laws and are not superior to them.

The text-books tell us that the supreme power in any government is the law-making power. The courts are not authorized to legislate. They have no power save what is conferred by the Constitution and the laws made in pursuance thereof. Yet there were ninety Senators, the representatives of forty-five sovereign States, turning over volumes of reports and guessing and prophesying as to what five-elderly lawyers would or would not permit, if the Congress should enact it. And the final action taken, shriveled and inconsistent, to evade, if possible, the apprehended judicial veto is still but a guess for no one yet knows, or can foretell, what approval or disapproval a majority of the court may place upon the formulated enactment of the law-making power.

Not all the world besides, with all their armies and navies combined, can control, or hinder, or negative the will of the 90,000,000 of the Amer-

ican people, expressed by their Congress and Executive, as to the management of their domestic affairs. Only God in heaven has power to say them nay. Whence then comes this power of five men to nullify legislation or to shape it by fear of nullification? They are placed in the judicial office by no vote of the people, and holding for life, are not responsible to that public opinion which is the corner-stone of a Republican government.

So vast a power as that of setting aside the will of a great people duly expressed in the enactment of their law challenges attention. It is not a sufficient reply to say that it has been done. The question remains, was it ever rightfully done, when and by whom was the power conferred, is it binding on this generation and is its continuance safe? We should throw the lead and sound the depths ere the noble ship strikes the reef.

One of the great fundamental ideas of all Republican constitutions is that the legislative, executive and judicial departments shall remain separate and distinct from each other. The Federal Constitution and the Constitutions of most, but not of all, the States give the Executive a veto upon legislation, but this is not absolute and is subject to be disregarded if the statute is re-enacted by a designated vote, varying in different States, but usually a two-thirds vote of each House. So the legislative department remains sovereign over legislation. After a statute is enacted, it is then for the Executive to execute the law thus made and for the judiciary to construe and apply, and not nullify, the statute. In Rhode Island, North Carolina, Ohio, West Virginia and Delaware, the State Constitution has conferred not even this qualified veto upon the Executive.

But if the judiciary has the power it claims, to set aside the statutes approved by the Executive, then that department has an absolute veto which even the unanimous vote of both houses of the law-making department can not overcome. The separation of the three departments of government no longer exists. The legislative department can enact no law and the Executive can put no law into force if disapproved by a majority of the highest court. In short, instead of the separation and equality of three co-ordinate departments, as enjoined by most constitutions, we have in plain truth judicial supremacy.

The form of government amounts to little. The true inquiry is where does the ultimate governing power reside. In England there are nominally King, Lords and Commons, but the true Executive is a Committee of the House of Commons, known as the Cabinet. The King has not even the veto power which he has not exercised for 200 years. The veto has become sole prerogative of the House of Lords, who exercise it only upon sufferance and there is now on foot a movement to deprive them of even that. The judges have never had in England any power to set aside an act of Parliament, but are subject to removal, without any charge, by a majority vote of that body.

In ancient Rome there remained a Senate and Tribunes of the people, and the Republican formula, "The Senate and the Roman People," was carried at the head of the legions till the last day of the Empire, long centuries after all power had passed from the Curia and the Comitia to the

barracks of the Pretorian Guards, and during all these centuries there was no will or law or power in Rome save that of their master.

In France, years after Napoleon was crowned and had become Emperor in name as well as in fact, the coins, the standards of the army, the laws, the public buildings and legal documents all bore the superscription, the "French Republic."

Forms of government remain long after a total change of the substance. We should not delude ourselves with the idea that the people govern in this country, and that through the Congress and State legislatures they shape their own destinies, when in truth and in fact they can not pass a single statute, of any kind or nature, however urgently demanded, unless the statute shall meet the approval of a majority of the lawyers who happen at the time to compose the highest court. In some States two lawyers (a majority of three) can thus prevent or nullify all legislation. In other States three or four lawyers (according as the court may have five or seven judges) hold the absolute unrestricted power to destroy the announcement of the popular will by the legislature, and five lawyers, a majority of the Supreme Court of the Union, staid, venerable, conservative, and by reason of their years not unnaturally averse to new measures, can at will bring any movement of the people or of Congress to an imperative halt. Ninety millions must stand instantly still at their command. The form of the enactment of all laws, if the fact were truly expressed, would be "Be it enacted by the Senate and House of Representatives, if the majority of the Supreme Court shall assent thereto," for Congress can enact nothing against their consent.

In what I have said, and in what I shall say, there is absolutely nothing new. It is novel only because it is old. It has been often and better said, and more clearly and ably stated than I can possibly state it. I will not weary you by citations from the best and ablest statesmen of the age that formed the Constitution. Their views can be readily found by those who shall care to examine the subject. The passage of the years and the progress of events have made the situation more acute and more dangerous than most may be aware.

In that exquisite little poem by the late Secretary John Hay, he tells of the steamer

"With her furnace crammed with rosin and pine
And a nigger squat on her safety-valve."
And then the fire
"broke out as she cleared the bar."
And the passengers had

"Faith in his cussedness
That would hold her nozzle agin the bank
Till the last galoot was ashore."

And he tells us
"Jim Bludsoe's ghost went up alone
In the smoke of the Prairie Belle."

We live in an age of wonderful development. The 3,000,000 of 1787 have become 90,000,000; the thirteen small colonies clinging to the Atlantic Coast have become forty-six great commonwealths reaching to the silent oceans; the population climbing the Alleghenies, has swarmed across the Mississippi, breasted the Rocky Moun-

tains, and pausing but a moment on the shores of the Pacific, has unfurled the flag in possessions so much farther to the west, that we call it "The East." No longer from New Hampshire to Georgia, but from Maine to Manila, from Porto Rico and Panama to the Pole, now floats the flag of the Great Republic. And our development has been greater than our increase in population or our expansion in territory. Labor-saving machinery has made our productive force per man twenty-fold, fifty-fold and in some cases two hundred-fold. Universal education has sharpened the intellect and elevated the masses. They think, they move, they feel their power and they know that they can assert it and have a right to do so. Material wealth has multiplied faster than men. The earth has given up its unsuspected treasures. Our single bank of 1790 has been replaced by more than 15,000 banks. Our seventy-five postoffices have become 75,000, and the rural delivery carries the mail to the country firesides. The railroad, the steamboat, the telegraph, the telephone have brought the masses closer together, and the quick exchange of intelligence makes prompt organization feasible.

With limitless power of men and means, with quickened intelligence and unconquerable independence, with her engines "crammed with rosin and pine," this great throbbing, pulsing ship of State has swung off from Pier 138—to quote Mark Twain. Its safety-valve is the free expression of the people's will and its execution as their chosen representatives have written it on the statute books. But as the great ship heads down stream, we find the Court "squat on the safety-valve." It held that the legal tender act was invalid and then that it was valid. It held for 100 years that the rich might be taxed on their incomes, and then suddenly by the change of a single judge, five against four, it held that the almost unanimous vote of both Houses of Congress and approval of the President had no effect in these United States, and thus, contrary to law, this one lawyer transferred more than \$100,000,000 of annual taxation from the superfluous wealth of the rich and placed it on the backs of the poor, where that burden has remained for fourteen years. No king in Europe could have thus repealed such a statute enacted by his people without an explosion that would have brought the very pillars of the State about his head. The people of New York, in pity for the overtaxed laborers in a certain calling, passed an act limiting their hours of labor. The highest court of the State saw no occasion or right to intervene, but the Federal Supreme Court, interfering with purely local legislation which could affect no one but the residents of that State, told the people of New York that they could not free the bondsmen and bondswomen who were laboring beyond their strength.

Up till 1844 the United States Supreme Court held that corporations were not "citizens," and hence a non-resident corporation could not go into the Federal courts, but must sue and be sued in the State courts. This was then changed by the court holding, to the advantage, as it proved, of railroads and trusts, that a corporation is a "citizen." About the same time the court held with its new lights, that a corporation was a "citizen," it held that a negro was not a citizen. What the court would have held to be the status of a corporation composed of negroes is still a problem.

I might go on and give ease after ease of interference with legislation by the non-legislative branch of the government. But I am preferring no bill of indictment against any judges past or present. I am not questioning their ability or their motives. But as an American citizen, talking to American citizens, I do question the assertion by the judiciary of the power to set aside the will of the people so lightly and so often. I plainly see the danger of thwarting that will to the extent that it has been done, and to the greater extent which is threatened.

There is a law in physics "the greater the repression the greater the explosion." If the fire "breaks out when the ship of State has crossed the bar," Jim Bludsoe's ghost may not "go up alone in the smoke of the Prairie Belle." Society will be shaken to its foundations. In the language of the day, "It is best not to monkey with the safety-valve."

One of our own poets has said:

"The moor at Marston felt its tread,
Through Jersey snows the march it led."

It was called the spirit of liberty. It was the movement of a growing people expanding their chests, feeling their power and resolved to live their own lives more in their own way. Charles the First was a moral man and a good king, as kings go. In his claim of prerogative, he was undoubtedly right, if past customs and acquiescence could give the right, and if the hand of the dead could chill and repress the beating hearts of the living; but England had outlived feudalism and exactions of baron and king. At Naseby, at Edgehill, at Marston Moor the troopers of Cromwell trampled the outworn order of things into the mire. The restoration of 1660 was upon condition of a statute recognizing the extinction of feudalism. But the restored Stuarts did not recognize the new spirit of the age. James II still thought it possible that a king could reign in England. But since 1688, though there have been many kings in England, no king

(Continued on page 7.)

FISHERMEN'S VICTORY IN OREGON.

To the Officers and Members of the International Seamen's Union of America—
Greeting:

The United Fishermen of the Pacific, in submitting its semi-annual financial report, can not give great increase in membership nor finances, but I am very pleased to be able to report that legislative victories of great benefit to the fishermen of the country have been gained during the last six months.

The Alaskan fisheries, which give employment to over 5,000 fishermen, the majority of whom are now organized, were threatened with destruction through fishing with stationary gear and especially with fishing in the narrow, upper parts of the rivers. The United States Government during the last ten years had sent numerous commissions to investigate the decline of Alaska salmon, and all of these commissions reported that destruction was caused through stationary gear and fishing in the narrows of the rivers. Trust influences, however, prevailed in preventing protective legislation.

The Alaska Fishermen's Union, which has a membership of over 2,000, decided last fall that something should be done. It requested the United Fishermen of the Pacific to bring this matter to the special attention of Secretary of Commerce and Labor Oscar L. Straus, who had jurisdiction in that matter. Through the aid of United States Senators Piles and Fulton, a hearing was secured in Washington, D. C., on December 16, before Secretary Straus, for the purpose of stopping fishing in the Wood River and abolishing traps in the Nushagak River, Bristol Bay, Behring Sea, Alaska.

At this hearing on behalf of the fishermen appeared I. N. Hylen, Secretary of Alaska Fishermen's Union, and myself. We likewise had the assistance of L. O. Belland, of Astoria, Or., an expert on the fisheries of Alaska. Opposed to us appeared attorneys and experts representing the fishery companies owning fish-traps in the Wood and Nushagak Rivers. The hearing lasted two days, with Secretary Straus in the chair. When the hearing closed we felt assured that we had won. But to make victory doubly sure, accompanied by United States Senator Fulton and Alaskan Delegate Cale, we laid the matter before President Roosevelt on December 18. This resulted in an order being issued by Secretary Straus, that Wood and Upper Nushagak rivers be closed to all commercial fishing for salmon within one week.

This victory is of far-reaching import to the fisheries of Alaska. It not only abolishes about \$200,000 worth of fish-trap privileges destructive of the salmon industry, but establishes the principle that abolition of fishing with stationary appliances in the streams of Alaska is necessary for the preservation of our salmon.

Secretary Hylen and I, while at Washington, D. C., also called on General MacKenzie, Chief of United States Engineers, and laid before him the case of the Columbia River gill-net fishermen against those fish-traps on the Columbia River which occupied illegal grounds. This resulted in a hearing at Portland, Oregon, on January 19, which hearing was presided over by Colonel Leach, Assistant to General Mac-

Kenzie, and at which hearing Secretary Lorntsen, of the Columbia River Fishermen's Union, and myself appeared for the gill-netters and a number of trapmen appeared for the trapmen. Briefs have been submitted by both sides and we expect to get a favorable decision.

The main work of the United Fishermen during the last six months has been on the Columbia River. There a fight had been carried on during the last twenty years for the abolition of fishwheels in the narrows of the Upper Columbia. The destruction of the Columbia River salmon fisheries, which give employment to 5,000 fishermen, was threatened by these fishwheels, especially as these wheels within the last three years had so improved their system of operation that the seven up-river hatcheries operated by the Washington and Oregon fish commissions had been closed because no fish reached these hatcheries.

Despairing to secure relief through the action of the Legislature of Oregon, it was decided to invoke the initiative; that is, the people of Oregon were asked to directly vote whether the fishwheels in the Columbia River should be abolished. Oregon recently adopted the Initiative and Referendum law. In January last, after securing the necessary petitions, a bill was filed with the Secretary of State to stop fishing at head of tide in the Columbia River. Fishwheels can only operate above head of tide. To fool the people of the State, the fishwheel owners drafted a trick bill, and secured likewise the necessary petitions to file their bill. The fight then commenced. The fishwheel owners secured the aid of the leading papers of the State. To win we somehow had to reach the people of the State and tell them the truth. The State Federation of Labor and the Oregon State Grange indorsed our bill. We circulated about half a million of cards, folders and letters, and at the election, held on June 1, we received, as incomplete returns show, a majority of 20,000 for our bill, while the fishwheel owners received a majority of 4,000 for their trick bill. Fuller reports no doubt will place our majority at, say, 25,000 and the wheel owners' majority at 5,000. As these two bills are conflicting, and the Initiative law provides that, where there are conflicting bills, the bill receiving the highest majority is the bill carried, we can say that a great victory has been won for the fisheries of the Columbia River. The fishwheel owners claimed that the passage of our bill would mean the confiscation of \$300,000 worth of property.

To carry on our fight through speakers, advertisements, letters and cards has cost nearly \$5,000. But the results gained are worth a hundred times that amount.

The Alaska Fishermen's Union made a determined stand this spring against the reduction of wages and won out.

I remain,

Fraternally yours,

ED. ROSENBERG,

Secretary United Fishermen of Pacific.
Astoria, Or., June 6, 1908.

The Liverpool Chamber of Commerce has been informed by the Secretary of State for the Colonies that the British Government can not agree to the proposal to amend the Hongkong ordinance forbidding British vessels carrying Chinese contract coolies to Panama.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

WAGES AND CONDITIONS.

Nearly nineteen years have elapsed since the overworked, underfed and seldom-paid seafarers of the Atlantic Coast decided to organize and co-operate with their fellow seamen of the West and Middle West in their long and earnest struggle for better wages, saner conditions, humane treatment and "Sailors' Rights."

So we organized, under the leadership of the late John F. O'Sullivan, and established headquarters at Boston.

The result is a matter of history. In the long interval since 1889 the Atlantic Coast Seamen's Union has made creditable progress, has gained substantial advantages and has materially assisted in the general work of the International Seamen's Union throughout the country and throughout the world. But we're a modest lot over here, not inclined to be puffed up, even by well-earned success, nor hoist into the circumambient ether by the noise of our own petard.

Of course, we are proud of the modicum of progress we have made, but, lest we become overelated with success, let us reflect for a moment on the progress we have yet to attain, especially as regards the average earnings per capita of our membership.

Under normal business conditions the number of American dollars paid to the individual seaman is, in a purely quantitative sense, greater now than at any period prior to the formation of the union. In the palmy ante-union days, when the coastwise sailors' employment was practically continuous if he wished to have it so, and his wages averaged about \$15 to \$20 per month whether he wanted more or not; when power schooners were still something of a novelty, and the four-master was regarded as an experiment rather than as an established factor in maritime traffic; when the five and six-masters of to-day were still undreamed of and the power of the crimp was omnipresent and supreme—in those palmy and prosperous days, thirty dollars per month seemed to the average sailor an irrational and iridescent dream. Thirty dollars per month was merely a figure of speech, which had no real meaning in those days because regarded as unreasonable and unattainable. And so it was, under the conditions then existing. But with the advent of the Union an entirely new state of affairs was presented, and the shipowners soon found themselves confronted with a situation in which they must yield to a concerted demand for \$30 per month or tie up their vessels. They chose the former alternative. Then, it was thought that the sailors, having now realized their long-cherished ultimate of one dollar per day, would be quiescent and cease from troubling. The shipowners have been loudly prating ever since about the high wages they are paying their crews.

Now, leaving aside all other reforms and material advantages since obtained, the question arises: Are the shipowners of to-day actually paying more wages, ton for ton, or are the seamen receiving more day by

day and man for man than before the Union started?

Of course, there are no statistics at hand upon which to base a correct or even an approximate computation of the actual proportion of profit and loss either way. There are, however, certain indisputable facts in constant, and sometimes painful, evidence, which lead us to conclude that in the long-protracted struggle for wages the sailor has so far come off second best.

It is a well recognized failing, though withal a most natural one, among workingmen, when they organize and begin to feel their power, to make their first demand for increased wages oblivious of those essential and antecedent conditions upon which higher wages are based and upon which alone they can be permanently maintained. This is a foolish and oftentimes a fatal movement, and many a promising young organization has been disrupted by it. It is like grasping for blossoms where we have never planted roots; or sparring a craft when we have never laid a keel.

So it was with the sailors. They had worked for a pittance so long that the opportunity to secure what they considered respectable compensation was too strong to be resisted; and the shipowner and crimp, seeing no other alternative for the time being, shrewdly conceded the demand for increased wages but secretly determined to reimburse themselves.

The sailor of to-day receives \$30 per month—sometimes. The flitting, will o' the wisp vision of "high" wages sometimes settles within his reach, but it is always at the expense of double duty on his part and at intermittent intervals. In the 'tween times he has no wages at all, and those times are aggravatingly frequent and often long protracted. Where the eighteen-dollar-a-month man was kept in almost constant employment, the thirty-dollar-a-month man is unceremoniously discharged at the end of each trip and left to consume his previous earnings while seeking for another berth. Moreover, the crews of all coastwise vessels have been reduced by at least twenty-five per cent since the increase of wages became effective, while in the newer and larger types of vessels of more recent construction the number of men employed is entirely out of proportion to their enormous tonnage and carrying capacity.

It is evident, therefore, that whatever practical benefits the seamen of the Atlantic Coast have derived through the power of organization, they have so far failed to keep pace with the rapid development in the carrying capacity of individual vessels, and that whatever increase of wages they have secured has been gained at a greatly increased outlay of personal exertion and hazard at sea and long-enforced and expensive idleness ashore.

Taking it all in all, it is safe to assert that the seamen's wages on this Coast average less than \$20 per month to-day the year round; that there is hardly a sailing vessel on the Coast that is adequately or competently manned, and that the earnings of the monster schooners now afloat, operating even on a moderate freight basis, amply

justify some improvement in these respects.

It is up to the seamen to secure these improvements for themselves. In addition to higher wages, which are both necessary and desirable in themselves, we should also bestir ourselves in the direction of securing larger and more competent crews, more stable employment, more reasonable hours of labor and some recognition for overtime when we work for the shipowners' interest, profit or protection and receive nothing for ourselves. This discussion naturally leads up to the general questions of manning and efficiency which space considerations prohibit us from enlarging upon at present, but it is an all-absorbing subject to seamen at large and especially on the Atlantic Coast. With one-half of our membership perpetually idle and the other half constantly overworked, where the conditions might be so arranged as to afford dependable employment and rational service regulations for all, our position as a union is certainly susceptible of improvement, and all hands should make a note of the fact.

Very little benefit is to be expected from the brand of legislation being doped out by Congress nowadays. A pound of well-directed organization is worth a ton of legislation when it comes to practical results.

The weak may plead and the strong may fight,
But the Union wins when its cause is right.

JAMES H. WILLIAMS.

New York.

CREW RESCUED AT SEA.

That another crew had been saved from a foundering ship by a Boston schooner was learned recently when news came to the water front that the schooner *Theoline*, of the McQuesten fleet, had saved all hands from the British steamer *Caribbee*, which foundered at sea on June 8, while steaming from Matanzas, Cuba, to New York. Every member of the *Caribbee's* crew was saved by the heroic efforts of Captain Cummings and the crew of the *Theoline*. On the following day, however, Walter Howe, of the steamer's crew, was drowned while the men were being transferred from the schooner to the steamer *Merrimac*, of the Merchants' and Miners' line, which landed the remainder of the crew at Savannah, Ga. Captain Cummings was evidently returning the compliment, as he himself was rescued from the waterlogged schooner *Alma Cummings* in February, 1895, by a British steamer. Secretary Frazier, of the Atlantic Coast Seamen's Union, was a member of the crew of the *Cummings* at the time.

In the Cambay State, India, there are about 2,300 men engaged in the lapidaries in the manufacture of ornamental stones out of jasper, chocolate stone, lapis lazuli and black stone, agate, etc. The value of the stones in a crude state imported for treatment in the Cambay lapidaries annually is about \$1600, but the manufactured articles sell for about \$65,000, which shows a big profit for the industry.

Demand the union label on all products.

World's Workers.

The coal trimmers' dispute at Newcastle, Australia, has been settled. Only union labor is to be employed in future.

The New South Wales Labor Congress recently declared by resolution that overtime was opposed to the true spirit of unionism.

Between 600 and 700 Victorian railway employes have decided to have their dinner supplied by the Wharf Laborers' Restaurant in Melbourne, Australia.

The Seamen's Union of New Zealand has agreed to the arrangements made at the recent conference with owners. Chief of these is the 10s. a month increase in wages.

The President of the Sydney (Australia) Trades and Labor Council declined an invitation to be present at Federal Premier Deakin's meeting in favor of compulsory military training.

Under the contract system many miners at Broken Hill, Australia, are only making as low as 4s. and 5s. per day, and out of this they have to pay what are known as "costs"—fracteur, fuse, etc.

In New Zealand the Employers' Associations are demanding "law and order" to prosecute the unions who are supporting with funds the Blackball coal miners, on strike for the rights of labor.

The Sydney (Australia) Labor Congress, after carefully considering various forms of organization, came to the conclusion that the Australian Federation of Labor is the best suited to our conditions, as compared with the "industrial" system.

Railway construction work on the Cloncurry (Australia) line is practically at a standstill, only one laborer working, the others refusing to work at under 10s a day, as the mines are paying that wage. The Government is blamed for sweating labor in such a way as will likely lead to many strikes in the northern mining districts.

One of the large Australian interstate shipping companies recently chartered a steamer on which a Chinese crew were employed. When she came on the Coast, the Seamen's Union threatened a general strike, unless the Chinese were removed at once. The company recognized the logic of the Union and a crew of white men were engaged.

The strike of Sydney (Australia) wharf laborers, backed up by the other maritime unions, against working with non-unionists employed by the coastal shipping companies, has practically terminated in a great victory for organized labor. An agreement has been entered into between the unions and the companies, which provides that after a certain time all "free laborers" are to be weeded out, and none but unionists employed by the companies.

A meeting of the unemployed was held in Ingham, Australia, recently, and the following resolution unanimously carried: "That owing to the large number of unemployed at present in the district, this meeting urges the Government to start work upon the road from Ingham to Kangaroo Hills with as little delay as possible, and begs to point out that by so doing it will relieve the present distress and keep men in the district for the coming crushing season, and thus save the necessity and expense of bringing men from long distances."

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INFORMATION WANTED.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

August Sandstrom, an active member of the Sailors' Union of the Pacific in 1891-1892, is inquired for by his sister, Josephine Sandstrom, 1421 Seventh avenue, Seattle, Wash.

Pacific Coast Marine.

J. Crestino was recorded at the San Francisco Custom-house on June 25 as master of the sloop Fannie Samos vice D. Manuel.

Never in many seasons has the ice in Behring Sea been such a menace to navigation as it is this year. Reports from the North say that a number of vessels have had narrow escapes.

Lightship No. 70 sailed from San Francisco on June 24 to resume her station outside the Golden Gate, after her periodical overhauling.

Captain David Wallace died at Seattle, Wash., on June 26, after a career of thirty years in the employ of the Pacific Coast Steamship Company.

Nicholas J. Bowen was registered at the San Francisco Custom-house on June 26 as master of the steamer Coos Bay. The steamer Willipa with E. Anfinson was enrolled.

A chunk of ambergris, estimated at 400 pounds, is reported found by Northrup brothers, ranchers, on North beach, Aberdeen, Wash. At \$400 a pound, the market price, the mass is worth \$160,000.

An Order in Council was passed on June 21 to give effect to the coasting laws of Canada on the Pacific Coast, so that it will be impossible for American vessels in the Seattle-Skagway trade to call at Vancouver and pick up goods shipped from Vancouver to Altin, Dawson or points in the Yukon. August 1 is the date fixed for the order to take effect.

The steam whaler William Baylies, which sailed from San Francisco on March 2 for the Arctic, has been wrecked in an ice pack off Anaduir Bay, in the Behring Sea. The crew of the Baylies, numbering forty-four men, besides the officers, escaped death by leaping to the ice, and were afterward rescued by the whaler Bowhead.

Surrounded by ice, the steamships Ohio from Seattle and the Yucatan from San Francisco are struggling slowly toward their destination, the port of Nome, which at latest advices was still 200 miles distant. The Northwestern, which arrived at Nome on June 18, reported the other two ships off Cape Romanoff, almost due south of Nome.

Haggard and worn out from lack of sleep, Captain L. A. Bernays, of the little missionary sloop Guiding Star; B. Hancock, mate, and F. Wilson, constituting the crew of the craft, arrived at Portland, Or., on June 18, having completed the 700-mile voyage from Victoria, B. C. They were two weeks on the voyage and had some thrilling experiences.

Owing to the Chargeurs Reunis liner Canarias having been lost in the Mediterranean some weeks ago, the schedule of regular monthly steamers running between San Francisco, Honolulu, Japan and Seattle will not be established just at once. The steamer Caravellas, the first of the new line to come to San Francisco is due to arrive this week from Yokohama via Honolulu.

The full-rigged American ship Bangalore, Captain Blanchard, which sailed from Norfolk for Honolulu on October 23, with a cargo of coal for the Atlantic Fleet, now in the Pacific Ocean, is posted as overdue and missing, and it is feared that she has been lost. She carried from Norfolk a crew of thirty men and was last spoken November 23 in latitude 7 north, longitude 26 west.

A bell-buoy will again be established at the mouth of the Columbia River to mark the south channel. An experiment was made some time ago, but it was found that the seas were too heavy for the buoy and it was taken back. It is believed, however, that by anchoring the buoy about half a mile farther out to sea it will be able to stand the strain, the sea being calmer in deeper water.

Advices from Japan state that the Nippon Yusen Kaisha has arranged a programme of retrenchment owing to the depression in the shipping trade in Japan. It was decided to abolish the branches at Nagasaki, Osaka, Yokaiichi, Chemulpo, Fusan and Tientsin, and place agents only at those places. A large number of employees will be discharged and the expenditure generally economized.

Peter Hillien, master of the ship British Yeoman, filed a libel in the United States District Court at San Francisco on June 19 against 2960 tons of coal which had constituted the ship's cargo from Sydney to San Francisco. The cargo was consigned to the agency of J. I. Falk & Co. and the freight claimed under the charter according to the admiralty suit of Captain Hillien amounts to \$15,325.20.

The Canadian Pacific Railroad has cut the Seattle-Vancouver rate to \$1 to meet the cut of the Puget Sound Navigation Company, and a new feature has been brought to the front in that the Great Northern Railroad has become involved in the fight. The latter will cut its rates from Seattle to Vancouver until satisfactory assurances that the two lines of steamers will adjust their differences are given in the near future.

The British ship Lord Shaftesbury, which arrived at Victoria, B. C., on June 18 from Port Talbot, via Iquique, reported that when 300 miles west of Cape Horn a tidal wave was encountered which swept the decks, taking all her boats and

houses, starting the hull and partially wrecking the ship. John Silvester, a seaman, was washed overboard and drowned. When nearing Victoria, J. Vanton, a seaman, fell thirty feet into the hold and was taken ashore suffering from internal injuries and sprains.

Word was received at San Francisco on June 19 of the arrival of the overdue steamer Solveig, and her name has, therefore, been removed from the reinsurance list. The Solveig had been out twenty-eight days bound from Colombo to the United Kingdom, and was quoted for reinsurance at 25 per cent. The rate for reinsurance on the ship Ganges, bound for Sydney, Australia, from Callao, has been raised from 15 to 20 per cent. The Ganges is now out 102 days, and since March 14 nothing has been heard of her.

The American steamer Lucy Neff, Captain Harding, out 122 days from Bath, Me., for San Francisco, with 500 tons of carbide, arrived at San Pedro, Cal., on June 9 with a broken crankshaft. Officers of the Lucy Neff reported a troubled voyage since passing through the Straits of Magellan. When in latitude 3 north the crankshaft cracked and four days were devoted to temporary repairs. A complete breakdown occurred and the vessel sailed the remaining 2000 miles to San Pedro at quarter speed.

Following is the reinsurance list, as posted at San Francisco on June 26: American ship Bangalore, 248 days from Norfolk for Honolulu, 90 per cent; bark Ester, 204 days from Amsterdam for Macassar, 15 per cent; ship Falwood, 141 days from Port Talbot for Iquique, 10 per cent; ship Ganges, 104 days from Callao for Sydney, Australia, 20 per cent; bark Carnedd Llewelyn, 129 days from Caléta Buena for Falmouth, 15 per cent; bark Urana, 132 days from Iquique for Hamburg, 10 per cent; ship Schwarzenbak, 158 days from Seattle for the United Kingdom, 8 per cent; bark Niobe, 142 days from Seattle for Queenstown, 8 per cent; bark Lady Wolseley, 141 days from Astoria for Queenstown, 8 per cent.

Reports were received at San Francisco on June 15, announcing the safe arrival of the salmon fleet at Bristol Bay on dates prior to June 1. The fleet made an exceptionally fast trip. The ships left San Francisco during last April and, in view of the weather prevailing, their time was good. The ships carried hundreds of laborers for the different salmon stations situated along Bristol Bay. Reports from the North say that the season's catch was a fair one and there will be plenty of work for all hands. The following ships were reported as having arrived at Bristol Bay: Isaac Reed, Levi G. Burgess, Electra, Indiana, L. J. Morse, Premier, Manga Reva, Tacoma, Star of Italy, James Nesmith, Bohemia, Star of Peru, Prosper, Star of Chili, Kadiak, Nushagak, Kvichak, Star of India, Oriental, Standard, G. F. Haller, Expansion, Lehua, B. P. Cheney, Paramita.

Shipowners and masters have shown much interest during the last few days in the splendid collection of weather instruments at the Merchants' Exchange, San Francisco, which has just been completed by the installation of the new marine barometer of the Kew pattern recently received from Washington by Professor McAdie of the District Weather Bureau. The barometer, along with five others, was brought to San Francisco on board the Navy supply steamer Glacier, under the care of Captain Hogg. They are for installation at Honolulu, Portland, Tacoma and San Diego. The collection in the Exchange now embraces a complete list of maps, a weather aneroid barograph, mercurial humidity instruments and a self-recording thermometer. The thermometer is located on the Montgomery street side of the building, though the recorder is in the hall of the Exchange, thirty feet away.

DIVIDEND NOTICE.

HUMBOLDT SAVINGS BANK, 785 Market Street, near Fourth. For the half year ending June 30th, 1908, a dividend has been declared at the rate of four (4%) per cent per annum on all savings deposits, free of taxes, payable on and after Wednesday, July 1, 1908. Dividends not called for are added to and bear the same rate of interest as the principal from July 1, 1908.

W. E. PALMER, Secretary.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 1, 1908.

TAFT ON EXCLUSION.

Conspicuous among the omissions in the Republican National platform, a platform remarkable for what it doesn't say, is the subject of Asiatic Exclusion. Strong efforts were made in committee to secure the adoption of a plank favoring the maintenance and extension of the Exclusion policy; at one time, indeed, it was reported that such a plank had been tentatively agreed upon. However, the platform as adopted is absolutely silent upon the subject.

Asiatic Exclusion is a matter of pressing importance to millions of citizens; it is the matter of greatest importance to all the people of the West. Presumably the Republican National convention was aware of the importance of the Exclusion issue, if only in a political sense. Possibly in this, as in other matters, the convention proceeded upon the theory that "the candidate is his own best platform." In other words, the convention practically referred all inquiries on the subject of Exclusion to the record of Mr. Taft on that subject. Fortunately, that record is clear enough to be understood by the ordinary mind. Let us refer to it.

It will be remembered that three years ago President Roosevelt startled the country, or at least the western half of it, by a declaration of sympathy with the Chinese in their complaints against the operation of the Chinese Exclusion Act. Mr. Taft fell in with the "Roosevelt policy" in this connection, and in an address delivered at Miami University severely scored the Exclusion Act and advised its abrogation. Discussing Mr. Taft's position the JOURNAL, of June 28, 1905, said:

Secretary of War Taft, in certain public utterances, has left nothing to be desired on the ground of frankness. Mr. Taft has come out flat-footedly for a modification of the Chinese Exclusion Act, and has even suggested that, pending or failing such modification, the administration of the present law should be relaxed so as to facilitate the admission of Chinese. These expressions on the part of a high public official, who was but recently vested with the regency of the Executive office, and who has been widely credited with an ambition to fill that office by virtue of election, have created a great deal of comment, somewhat mixed but mostly of an unfavorable character. The remarks of Mr. Taft, being in the nature of a challenge to the people

of the West, have been taken up by the people and press of that section and answered in emphatic terms. Perhaps the most pointed of the Western replies to the Taft deliverance, or mandate, is contained in the resolutions adopted by the San Francisco Labor Council on June 23 (1905).

The resolutions adopted by the San Francisco Labor Council, which express the sentiment that prevailed generally throughout the West concerning the attitude of Mr. Taft on Chinese Exclusion, are as follows:

Whereas, Secretary of War Taft, in a public address at Miami University, Oxford, O., on June 15, 1905, characterized the Chinese Exclusion Act as "unjustly severe," and intimated that said law was passed by Congress and is now enforced through fear of "certain unreasonable and extreme popular leaders of California and other Coast States"; and

Whereas, Secretary Taft, answering the question raised by himself, as to the continued enforcement of the Chinese Exclusion Act, used the following language:

"DOES THE QUESTION NOT ANSWER ITSELF? IS IT NOT THE DUTY OF ALL MEMBERS OF CONGRESS AND OF THE EXECUTIVE TO DISREGARD THE UNREASONABLE DEMANDS OF A PORTION OF THE COMMUNITY DEEPLY PREJUDICED UPON THIS SUBJECT IN THE FAR WEST AND INSIST ON EXTENDING JUSTICE AND COURTESY TO A PEOPLE FROM WHOM WE ARE DERIVING AND ARE LIKELY TO DERIVE SUCH IMMENSE BENEFIT IN THE WAY OF INTERNATIONAL TRADE?"

Therefore be it

Resolved, By the San Francisco Labor Council, that we deny the statements of Secretary Taft concerning the nature of the Chinese Exclusion Act and denounce the insinuation made against the people of the whole country, as contained in the charge that the said Act was passed by Congress, and is now enforced by the authorities, not in accordance with the dictates of sound public policy, but through fear of certain elements; further

Resolved, That we condemn the suggestion of Secretary Taft that all members of Congress and the Executive shall disregard the wishes of the people, or even of a "portion of the community," as contrary to the commonest conceptions of the respect due by all persons to the public will, and as particularly unbecoming on the part of a public official; further

Resolved, That we deny the charge of prejudice, either in the conception or administration of the Chinese Exclusion Act, and declare the same to be based upon full knowledge of the facts concerning Chinese immigration, gained by a long and harmful experience therewith, and a determination to protect American labor from the degrading and destructive effects of association and competition with Asiatic labor; further

Resolved, That we commend the action of the authorities intrusted with the enforcement of the Chinese Exclusion Act, in the use of every possible means of detecting and frustrating attempts to evade the provisions of said Act, believing and knowing that the slightest relaxation of inspection methods would result in the admission of large numbers of coolies in the guise of merchants, travelers, etc.; further

Resolved, That we insist upon the maintenance and continued enforcement of the Chinese Exclusion Act in every detail and by every means necessary to accomplish the object of that measure, namely, the preservation to the American people of the opportunity to labor upon American soil and to enjoy the continued development of a civilization founded upon American ideals, an object more worthy and of greater importance to the whole people of the United States than that involved in the question of Oriental commerce, important as the latter question may be from a purely commercial standpoint.

It is not difficult to divine the position of the Republican party on the Exclusion issue if, as the Republican convention evidently intended, that position is to be judged by the record of Mr. Taft. That record is clearly one of hostility to the principle of Exclusion, however it may be disguised by reference to the alleged "hardships imposed upon the exempt classes."

Within a few days following Mr. Taft's speech at Miami, President Roosevelt issued an "Executive order," in effect modifying the terms of the Chinese Exclusion Act by the imposition of certain restrictions in the enforcement of that law. The subsequent "war scare" may be traced directly to the attitude of the Administration toward the whole subject of Exclusion. It is quite evident that if the future Exclusion policy of the Republican party is to be judged by the

record of its present candidate for the Presidency, the people of the West may as well prepare for a re-opening of the entire subject, with all the familiar details of anti-Mongolian agitation. The Exclusion question, after many years of agitation and much experimental legislation, has been settled, so far, at least, as the Chinese phase of it is concerned. That question ought to be permitted to "stay put." At present, more so, perhaps, that at any time in the past, the determining test of a candidate's eligibility for the suffrage of the people in the West should be that of his attitude upon the Exclusion question. Judged by that test, Mr. Taft is decidedly not the "man for Galway."

The opponents of the Republican party may as well consider themselves relieved from the necessity of analyzing the Chicago platform. The Republicans themselves are doing that to the Queen's taste. A weekly organ of that faith published in San Francisco, referring to the Anti-Injunction plank in the party's platform, describes it as "that curious jumble of phrases which may possibly mean something but which has not as yet been so interpreted as to enable anybody to precisely understand it." Speaking of the platform as a whole, the same sheet says: "We have so little respect for political platforms, which are never anything better than treacle scented with cinnamon for the catching of flies, that it seems hardly worth while even to summarize that which was put forth last week at Chicago." What shall be said of a platform the only possible defense of which takes the form of open repudiation?

Justice Brewer, of the United States Supreme Court, in a commencement address at Clark College, Worcester, Mass., said:

To restrict the restraining power of the courts is a step backward toward barbarism instead of a step forward to higher civilization.

To this view we readily consent, provided that reference be made to the use of the restraining power in its proper sphere, namely, for the protection of property rights. Justice Brewer apparently ignores this limitation, since he proceeds as follows:

I know labor organizations are especially energetic in claiming that the power of the injunction is used mainly against them. Of course, this is not true. Injunctions are granted against all sorts of persons and organizations every day in the year.

The labor organizations claim, and justly, that the abuse of the injunction is directed mainly against them. The fact that injunctions are issued against all sorts of persons and organizations every day in the year emphasizes, rather than lessens, the force of the charge that only in the case of labor organizations is the injunction wrongly used. This, and this only, is the cause of labor's desire for a restriction of the restraining power of the courts.

Of course, those unions having labels will make an appropriate display of their respective emblems in the coming Labor Day parades. All well and good! However, a still better way of displaying the union label is to have it stitched or stamped on the garments worn by the paraders. In other words, the union label is best displayed where least seen. Let every trade-unionist see to it that he is himself a living, walking display of the union label.

For fair products of all kinds, consult the JOURNAL's ad columns.

JUDICIAL SUPREMACY.

(Continued from page 2.)

has reigned there. The first statute of William and Mary formulated what has been gained, and the first eight Amendments to the Constitution of the United States, our Federal Bill of Rights, are taken from that statute.

George the Third thought he could reign in America, if not in England. Lexington and Concord, and Bunker Hill and Saratoga and Yorktown shattered his dream. If we could not be governed by a hereditary king, can the will of the people be held in check and nullified by five lawyers? If a State enacts rate regulation of common carriers, shall a subordinate Federal judge throw the statute back in our faces? If Congress shall enact regulation of carriers, taxation of incomes, and the legal tender quality of our money, shall the judge say to the contrary? If our Congress and our legislatures can not legislate for us, where did a few lawyers, wearing gowns, get the right to say what our laws shall be? Who gave them the power? This generation did not, for the laws express the public will contrary to the will of the judges. The only reply that comes to us is that the generation of 1787, most of whom have been dead more than 100 years, gave these judges the power to deny to this generation the right to make their own laws.

The doctrine of judicial supremacy, of the right of the courts to disallow laws, rests upon no other basis. It did not exist in England. No judge there has ever asserted it to be a judicial function. It did not exist under the first Constitution of the United States. Our second Constitution, which was created by the Federal Convention in Philadelphia in 1787, contains no word or a line conferring such power on the courts or giving any intimation of so doing. That convention sat with closed doors, under a resolution that no member should divulge its proceedings. The journal was kept secret and first published forty-nine years later with Madison's notes. From that we see that the proposition to give to the judges of the Supreme Court power to hold an act of Congress unconstitutional was proposed, and that in its least objectionable form, i. e., before the ratification of an act (as with the Presidential veto). It was supported by Mr. Madison, afterwards President, and by James Wilson, afterwards Judge of the United States Supreme Court, and others, but was voted down on June 4, receiving the votes of only two States. The motion was renewed no less than three times, i. e., on June 6, July 21, and finally on August 15, and at no time received the votes of more than three States, though thus earnestly pressed by influential members. On this last occasion, Mr. Mercer thus voiced the sentiment of the convention: "He disapproved of the doctrine that the judges, as expositors of the Constitution, should have authority to declare a law void. He thought laws ought to be well and cautiously made, and then to be uncontrovertible."

After the decisive refusal of the convention of 1787 to give this authority to the judges, the matter lay quiet for fourteen years, when it was announced by John Marshall in *Marbury versus Madison* in an obiter dictum. But as the Court, though asserting its abstract right to declare an act unconstitutional, concluded by dismissing the action because Congress had not allowed it to issue a mandamus, no issue was raised with President Jefferson, who, it was known, would not permit execution of the order of the court.

The power was not conferred. The Constitution shows that. The convention refused to give it. The journals are evidence of this. It is a power without precedent. It is unknown in England whence we derive our legal origins. A distinguished North Carolinian, Major E. J. Hale, while our Consul to Manchester, delivered a lecture on the Constitution of the United States. A noble Earl who sat in front of him, asked: "You do not mean to say that your Congress and Senate can pass a law and the President approve it, and then any little judge in the land can hold it invalid, and, on appeal, a majority of the Supreme Court can kill it, without power of resurrection?" He was told that this was true. "O heavens," he said, "what would we not give for a thing like that to keep these Gladstonians down!"

It is true that in England there is no written Constitution, but if the judges possessed the power, they could hold an act unconstitutional because "contrary to the Magna Charta," or "not due process of law," or because "interfering with the right to contract," and for other sonorous reasons so readily given by our courts. In Germany, France, Norway and Sweden, Canada and Australia and other countries, all of which, even Russia, Japan and Persia, now have constitutions, this invasion of the legislative domain by the courts setting aside a law is equally unknown. Ask a French judge why he does not so hold. He will turn his palms down, shrug his shoulders and say: "Those deputies know as much about the Constitution as I do." A recent attempt to introduce the doctrine in the new Commonwealth of Australia was promptly negated.

If the Constitution had conferred the power on the judges it would not have made it absolute, but would surely have made it reviewable, like the Presidential veto. And it would have made it enforceable. But President Jefferson

disregarded it when the Court made its judgment. In the Georgia case Jackson left it unenforced, merely saying "John Marshall has made his decree, now let him enforce it," and it was never of any effect. Mr. Lincoln did the same in the Merryman case. The whole country knows how little the Dred Scott decision was of any effect.

In short, the doctrine is without previous precedent, is without authority in the Constitution, is unnecessary because not required elsewhere, and unenforceable except at the pleasure of the Executive and its exercise is undemocratic and unsafe.

But it may be asked, suppose an act is against the very letter of the Constitution, which is very rarely the case. The answer is that, as in other countries, the members of the legislature are sworn to obey the Constitution. There is equal patriotism and in so large a body usually more legal ability than in the court. If the legislature or Congress mistake the Constitution, the people can correct it at the next election; whereas if the court mistakes it, the unanimous vote of the whole electorate is powerless to correct it.

No more adroit flattery can be addressed by lawyers to a judge than the implied suggestion that while the legislature has been ignorant, or wilfully disregarding of their oaths to obey the Constitution, or corrupt, the courts are superior to all these things. But are judges infallible? They are not so when at the bar. What divine unction falls upon them on ascending the bench? We all know that the minority of the court is fallible, and those who have ever heard the comments of the lawyers of the losing party in a cause will doubt if the majority of the court are as infallible as they think.

I can not better conclude than in the following words of the late Judge Seymour D. Thompson in his address to the State Bar Association of Texas in 1896. Judge Thompson was one of the leading lawyers of this country. He was the author of many legal works, for many years editor of the *American Law Review* and at one time judge of the Court of Appeals of Missouri. I quote from 30 *American Law Review*, September, 1896, pp. 697-699. He said:

"There is danger, real danger, that the people will see at once sweeping glance that all the powers of their government, Federal and State, lie at the feet of us lawyers, that is to say, at the feet of a judicial oligarchy; that those powers are being steadily exercised in behalf of the wealthy and powerful classes, and to the prejudice of the scattered and segregated people; that the power thus seized includes the power of superintending the action, not merely of Congress, but also of the State legislatures; the power of degrading the powers of the two houses of Congress, in making those investigations which they may deem necessary to wise legislation; to the powers which an English court has ascribed to British Colonial legislatures; the power of superintending the judiciary of the States, of annulling their judgments and commanding them what judgments to render; the power of denying to Congress the power to raise revenue by a method employed by all governments; making the fundamental sovereign powers of government, such as the power of taxation, the subject of barter between corrupt legislatures and private adventurers; holding that a venal legislature, temporarily invested with power, may corruptly bargain away those essential attributes of sovereignty and for all time; that corporate franchises bought from corrupt legislatures are sanctified and placed forever beyond recall by the people; that great trusts and combinations may place their yokes upon the necks of the people of the United States, who must groan forever under the weight, without remedy and without hope; that trial by jury and the ordinary criminal justice of the States, which ought to be kept near the people, are to be set aside, and Federal court injunctions substituted therefor; that those injunctions extend to preventing laboring men quitting their employment, although they are liable to be discharged by their employers at any time, thus creating and perpetuating a state of slavery. There is danger that the people will see these things all at once; see their enrobed judges doing their thinking on the side of the rich and powerful; see them look with solemn cynicism upon the sufferings of the masses, nor heed the earthquake when it begins to rock beneath their feet; see them present a spectacle not unlike that of Nero fiddling while Rome burns. There is danger that the people will see all this at one sudden glance, and that the furies will then break loose and that all hell will ride on their wings."

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., June 18, 1908.
Shipping fair.

DANIEL SULLIVAN, Secretary.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., June 16, 1908.
Shipping medium.

H. P. GRIFFIN, Secretary.

42 South St.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, June 29, 1908.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman presiding. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to five members wrecked in the schooner *Ida Schnauer* at the entrance to Tillamook (Or.) harbor. A Quarterly Finance Committee was elected.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, June 22, 1908.

No meeting; no quorum; shipping dull.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, June 22, 1908.

Shipping still very dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, June 22, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, June 21, 1908.

Shipping and prospects poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 22, 1908.

Shipping quiet.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, June 22, 1908.

Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, June 21, 1908.

No meeting; no quorum; shipping slack; prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 22, 1908.

Shipping dull; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 25, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

51 Steuart St. Phone Kearny 5955.

Seattle Agency, June 18, 1908.

No meeting; shipping slow.

LEONARD NORKGAUER, Agent.
Colman Dock. P. O. Box 1335. Phone, Sun Main 2233.

San Pedro Agency, June 18, 1908.

No meeting; shipping fair.

CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 22, 1908.

General situation unchanged.

A. McKECHNIE, Acting Secretary.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 15, 1908.

Situation improving; shipping still dull.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 23, 1908.

Shipping dull; prospects good.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Constantine Johan Forsman, No. 251, a native of Finland, aged 34, died at San Francisco, Cal., on June 25, 1908.

Patrick Lennan, No. 1247, a native of Ireland, aged 36, drowned from the schooner *Rosamund*, at Callao, Peru, on June 2, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

STUDENTS GO SCABBING.

When the steamer Matthew Andrews, of the Steinbrenner fleet, left here Thursday evening with a cargo for the head of the Lakes, she had eight members of the Hiram College football team in her crew. Some of these were in the capacity of deckhands, wheelmen and watchmen. It is understood that several other boats will give the college athletes opportunity to gain nautical experience during the vacation days. The Hiram boys are a sturdy-looking bunch, and in the opinion of Captain Steinbrenner should make good sailors.

"You will find a much better class of young men looking for employment on the Lake vessels in the near future," said a local ore man yesterday on hearing of the college men embarking on the Matthew Andrews. "There is a certain class of young men, whose fathers are wealthy, who may desire to gain a complete knowledge of the vessel business, and of the Lakes. There is no way for them to get it save by shipping on a boat and going through the work from the bottom up. It takes a man of more than ordinary intellect to work himself up from a sailor before the mast to master, and a man who has done that is the sort of a fellow who can step into one of these offices and run things in a business-like manner, especially if he is possessed of a good education. So that you see it means something for these young men who take advantage of their summer vacation by going out as sailors."

The foregoing is from the Cleveland Leader, of June 20. And the pity of it, it is true! Eight "college athletes," sons of wealthy fathers, students of Hiram College, turned scabs. Do you remember the subway strike, in New York City? The petted darlings of wealthy families scabbed on that job also. Close on the news of these "gentlemen" scabbing on the Andrews comes the news that the police are running the sailors out of the City of Cleveland. Why? Because of a convention of school teachers, or some such rot as that. Are we thieves? Are the teachers in any danger because a few honest workingmen happen to be in Cleveland, looking for work? This is pretty near the last straw. A body of men who have harmed no one, but who happen, through circumstances over which they have no control, to be out of work, are treated like criminals, while a body of young college students, who have everything the heart could desire, except honor, are praised for pushing those same men aside and taking their jobs—jobs, mind you, which they do not need, the wages from which they will probably spend for a bottle of champagne—while the men to whom the work rightly belongs must be driven by the police from port to port, hungry, disheartened and growing more desperate every day. Yet, if they resent it, even by so much as a word, they are to be put in jail as dangerous criminals. Oh, the pity of it! Such things as this in the free United States.

W. H. JENKINS.

Conneaut, O.

MAY BUILD ANOTHER BOAT.

Frank E. Kirby, of Detroit, and President Thomas F. Newman, of the Cleveland and Buffalo line and the Lake Erie Excursion Company, were in Buffalo recently and announced that plans for a new steamer, the exact duplicate of the Americana, are being drawn. The new steamer is to be built and ready for service in the spring of 1909 between Buffalo and Crystal Beach. The steamer Americana was built by the Buffalo Drydock Company, and if another steamer is ordered she will probably be built at the same yard.

DETROIT RIVER TUNNEL.

Notwithstanding some labor trouble and a few minor delays which have been experienced, the contractors for the Detroit River tunnel estimate that if the present rate of progress is maintained the Canadian side of the tunnel will be completed inside of a year and well within the time limit set for the completion of the big job.

Just now work is being pushed ahead at a rapid rate and without any drawbacks. The contractors experienced no difficulty through the recent strikes and have a full force of men at work on the Canadian end, their force including 700 men who draw about \$50,000 a month.

The big shields have been placed about 700 feet from the tunnel portal and the two tubes are complete for that distance. At the present rate of progress about 120 feet of tunnel is being made each week, sixty feet behind each of the shields. The small center shield, behind which the center wall is built, has been pushed from the portal to within about 250 feet of the river and in less than two months it will have completed the whole distance.

Work is being carried on under air pressure at the river front as well as at the other end of the approach. At the front, a gang of men is working under a pressure of about fifteen pounds turning the arches toward the river. On the completion of this part of the work, which will be some time this week, they will begin working back to meet the other force.

TO ENFORCE INSPECTION LAW.

Steamboat Inspectors have received instructions from George Uhler, Chief Supervising Inspector, to enforce the law with the beginning of July specifying the minimum number of licensed officers and crew necessary for the safe navigation of a vessel. This law was passed by Congress in April. Inspectors at annual examinations are to note upon the sailing certificate of each vessel the number of men it is necessary in their judgment to have on board to navigate the boat for the protection of the steamer and all on board. An appeal from the orders of the Inspectors must be made within forty-eight hours after the receipt of the new certificate.

Heretofore Inspectors have stipulated the number of men a boat should carry, but there was no law compelling the enforcement of their orders. When the new law goes into effect the captain violating the Inspectors' orders will be fined or suspended, or both.

A dispatch from Munising, Mich., says that George Genery, keeper of the north light on Grand Island, is missing, and it is feared that he has been murdered.

The steamer J. J. Sullivan, of the Hutchinson fleet, recently took 11,400 tons of coal to Milwaukee, the biggest cargo of the season to that port.

Demand the union label on all products.

CITY AUTHORITY QUESTIONED.

Vesselowners do not appear to be worried over the instructions given by the authorities of Milwaukee, Wis., to remove idle steamers out into the breakwater protection. Steamboat captains declare that the city is acting without authority in the matter, as once a boat is fastened to a dock she can not be untied or removed except it is shown she is a menace to navigation. The vessels are standing in Government water and docks, are for the accommodation of vessels.

Master of boats say that it is impossible to anchor more than three of the large freighters in the breakwater harbor. A steamer 500 feet long would require 1500 feet to swing with the wind and as the present breakwater is but 4500 feet long, only a few boats could be accommodated. Superintendent of Bridges W. J. Murray is urging upon the Government the driving of mooring piles along the breakwater pier to which boats that are standing idle in the harbor could be tied. This matter now will be more forcibly brought to the attention of United States Engineer Judson, and it is possible he may act according to the wishes of the city officials.

WILL OPEN NEW MINES.

Interests said to be closely allied with the Steel Trust have obtained options covering about 500 acres of the land surrounding Cedar Island Lake, on the Mesaba Range, which has been in dispute for so many years as to the ownership. The land covered by option includes the Trenholm, Douglas, Foley and Burns claims. This land is on the south side of the Lake and has been patented, and is to be drilled at once. There are 700 or 800 acres of other land that was involved in the same general litigation, and has not yet been patented, but which, it is expected, soon will be.

The long, hard fight over the land had its origin in the fact that it is very generally believed that it contains much iron ore. The stake in each individual case was believed to be large, and this belief is still held. The land is near the Fayal and other mines surrounding Eveleth and Sparta and it is claimed that test-pits have shown that ore exists on several of the claims.

Outside of the section 30 controversy the Cedar Island Lake litigation is perhaps the most famous in the history of Northern Minnesota, though there have been several long-drawn-out legal battles of considerable note.

The steamer City of Muskegon, belonging to the bankrupt Muskegon Chicago Transportation Company, was sold to William Carpenter, of Muskegon, at marshal sale for \$2,800. The purchaser represented Muskegon men who will put the boat in the salt-carrying trade. Libels on the boat aggregate \$10,000.

The fuel scow Lorain, launched at the Globe yards in Cleveland, has had her whirley apparatus installed and is now ready for service. The Lorain is in charge of Captain James Campbell.

MAYOR VETOED ORDINANCE.

In compliance with a request of the dock officials on the Lake Shore side at this harbor, the city council this week passed an ordinance authorizing the bestowing of police power upon such men as the companies might name as special officers to guard the docks.

Mayor H. D. Cook to-day vetoed the ordinance and, unless one of the opposing members of the council is won over, there will not be enough on the side of the ordinance to pass the law over the mayor's veto, as it is expected an attempt will be made to do.

The Lake Shore docks have been entirely enclosed within the past week by an eight-foot board fence, surmounted by a triple row of barbed wire. The fence is more than a mile long.—Press Dispatch.

Well, well; here is the man Diogenes was looking for! Hi Cook, the honest Mayor of the best union town on Lake Erie, refuses to give the hirelings of the Lake Shore Docks at Ashtabula authority to beat up union men! All honor to this man. It is only fair to say in this connection, that "Red" Parish, Mayor of Conneaut, did the same thing, but the ordinance was passed over his head. The boys in Ashtabula are making a noble fight. Here's hoping.

W. H. JENKINS.

Conneaut, O.

NEW TUGS ORDERED.

G. H. Eggleton, the Cleveland marine draftsman, has just finished plans for three new steel hulls for tugs to take the machinery of the tugs Prodigy, Industry and Avery, of the Great Lakes Towing Company's fleet. These new tugs will, in all probability, be built at the Company's yard, and will be ready to go into commission by the opening of the season of 1909.

The new steel tug Sabin, which is now stationed at the Soo, has attracted much attention, and has been pronounced as good and stanch a modern tug as any turned out in the past few years. She will be ready to tackle the ice-breaking stunt next spring, and it is expected that she will prove a strong competitor of the Hardings for ice-crushing honors. Mr. Eggleton, the designer of these new steel tugs, was formerly in the employ of the American Shipbuilding Company.

ANOTHER DOCK FOR REISS.

The Reiss Coal Company, of Sheboygan, has leased dock 3 of the Pittsburg Coal Company, and will handle coal at the head of the Lakes this season. Coupled with the announcement of the lease of the Pittsburg dock comes the announcement that the Pittsburg people will go ahead with the work of improving, extending and modernizing their docks at the head of the Lakes, for which purpose the sum of \$1,000,000 was appropriated last fall. Already some of the work has been done on the extension of the old Northwestern Coal Railway dock at Allouez, the improvements on which are to cost \$500,000. Work was temporarily stopped on this dock but it is to go ahead.

The Wickwire Steel Company, which is building an immense plant near Tonowanda, has bought an interest in the steamers Italia and Caledonia, owned by John J. Boland & Co. of Buffalo. The steamers will be used to bring down ore this season. Boland & Co. have contracted to deliver 140,000 tons, and before the season closes the plant will receive 350,000 tons of ore.

LAKE ITEMS.

Henry F. Chalk, formerly an engineer with the Tomlinson fleet, died recently at Duluth. He was well known on the Lakes.

The old lighter Hammond, of the Hackett fleet, has been beached in Callum's Bay, near Amherstburg. It is likely she will leave her bones there.

The steamer Mary Boyce will carry the machinery of the dismantled Bay City shipyard to Cleveland. Fifty men are at work getting it ready for shipment.

The Government dredge Burton has been ordered to Toledo to begin the work of widening and deepening the harbor of that port. So far it has not been stated what part of the channel needs dredging the most. It is planned to dredge to the depth of twenty-three feet, giving Toledo one of the deepest channels on the Lakes.

ITALIAN DAY OF REST.

A correspondent sends from Genoa the following particulars of the new law, popularly known as "riposo settimanale," or weekly day of rest, which went into effect throughout Italy on Sunday, February 8:

The measure, which is a substantial victory for the working classes of Italy, directs that all industrial and commercial concerns throughout the kingdom must grant their employees a weekly rest of not less than twenty-four consecutive hours. No attempt is made to apply the new law to transportation services, either rail or water, to places of amusement, or to any of the public utilities, as it is the intention of the authorities to permit of absolute freedom for the recreation and amusement of the working classes.

The general sense of the new law is that Sunday shall be the rest day, but it is provided that the period of freedom from work may be given in a day other than Sunday in the following cases:

Industries operated by continuous furnace fires, the work of which must not be interrupted; cheese manufactories; restaurants, bars, cafes, coffee houses, billiard rooms and public business concerns in general; loading and unloading operations in the port and vessel repairs, transportation by land other than by rail; hiring of chairs and carriages; flower businesses, photographic establishments; private hospitals, bathing establishments, pharmacists, undertakers, newspaper offices, information bureaus, theatrical performances, and public amusements; cigars and salt stores, even if there be offered for sale other articles; industries of public necessity.

The weekly rest may also be granted in a day other than Sunday to all persons employed at industries which operate in open air and subject to interruption by bad weather, and to the following trades permission is given to conduct Sunday business between the hours of 7 a. m. and noon: Food products dealers; insurance, emigration, employment, advertisement and loan offices, and others of the kind; and barber shops.

The concerns which are permitted to keep open their places of business during the morning hours of Sunday may, upon application to the Councils of the Commune, be permitted to observe the rest period on a

week day and thus remain open all day Sunday. The disposition contained in the preceding paragraph may also apply to all business places of the communes where the people go usually on Sunday in order to do their buying.

The Gordon stope drill, of American manufacture, recently won the prize offered by the Chamber of Mines at Johannesburg, as the best all-round invention so far supplied the mines. It is believed to have solved the native labor problem here, as 1 Kaffir will be able to run the drill, and with it will do the work of 5 natives. Thus, where 125,000 are now employed it is thought their number may be reduced to 25,000.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

LABOR IN IRELAND.

A detailed report has recently been issued by the British Board of Trade dealing with working people's rents, housing and retail prices, together with the standard rate of wages prevailing in certain occupations in the principal industrial towns of the United Kingdom.

It is clearly set out that the report does not deal with earnings generally, but only with the standard rates of wages prevailing. Selected occupations are considered in another report which is very shortly to be made public by the Board of Trade. Arthur Wilson Fox, in a prefatory note, says:

"The object of the present inquiry was to obtain a standard and comparison of the cost of living. Fourteen officers of the Board of Trade took part in the local investigations. Assistance was given by the local authorities, town clerks, borough treasurers, medical officers of health, sanitary inspectors, rate collectors, clerks to guardians, overseers, surveyors of taxes, house and estate agents, property owners, tradespeople, co-operative societies, etc. The information was checked by personal visits to working-class dwellings in each town. Rents, prices and rates of wages in the middle zone of London were taken as standards, and index numbers calculated for each of these items in every town. For Scotland and Ireland supplementary standards were obtained by the adoption of Edinburgh and Dublin, respectively, as bases."

The dominant factor in the housing of Dublin is the prevalence of sub-letting. This means that with each succeeding lease the rent goes up, as the lessee usually acquires the lease as a matter of investment. A very large part of the population in Dublin is accommodated in tenements of a small size, that is, in one or two rooms. Of the 52,263 families in this city at the time of the 1901 census, 60 per cent had only one or two rooms, 37 per cent being housed in one room, and 23 per cent in two rooms.

While these figures resemble the Scotch, there is the difference that in Dublin the working people live in old-fashioned houses long since abandoned by their wealthy owners and now let out to exploiting agents who in turn rent them by single rooms to tenants, each house containing from five to seven families, and often more, whereas in Scotland blocks of dwelling houses or flats, constructed for the particular purpose, have one or two rooms suitable for the accommodation of the workingman and his family. The Dublin houses are in very many cases in a most unsatisfactory condition; they are old and, of course, not suited to modern needs. They are deficient in sanitary accommodations and many of them can not be kept in proper repair because of their age and dilapidated state.

London shows a remarkably high level in rents as compared with the rest of England, and in Edinburgh the rents are only slightly in advance of those in other Scotch towns. In Dublin, however, the rents are very much higher than in any other town in Ireland. Apart from Dublin, tenements of one or two stories with two, three, four, or five rooms prevail in other towns. In Dublin the working people are housed in tenement houses, such houses having been formerly private residences and occupied by the wealthier classes. The rents in Limerick, Cork, Belfast, Londonderry, and Waterford

are from 31 to 47 per cent less than in Dublin.

The following shows the predominant rents paid for the various sizes of tenements per week, including all rates: One room, 2 to 3 shillings (49 to 73 cents); two rooms, 3 to 4½ shillings (73 cents to \$1.10); and 4 rooms, 6 to 8 shillings (\$1.40 to \$1.95).

The differences, especially between Dublin and the other towns, are very marked. As regards Dublin and Belfast, the two largest cities in Ireland, the difference may to some extent be accounted for by the fact that in the former the demand for workingmen's housing accommodation is rather in excess of the supply, while in Belfast at the time of the inquiry there was a large number of workingmen's houses empty. In the case of Belfast, however, land for building purposes is cheap, while the local rates are much lower than in Dublin. In the latter city the rooms are usually large, and the accommodation per room is greater than in Belfast or in the other Irish towns.

For six Irish towns the difference in prices is not very great. In Waterford and Belfast, the lowest and highest towns, the difference is mainly due to the lower price of eggs and meat in the former town. The price of coal was practically the same in all Irish towns. In rents and prices Dublin leads the list, but Belfast and Limerick follow closely, and Cork, Londonderry and Waterford are 12 to 16 per cent below Dublin. It is estimated that the combined expenditure on rent, food, etc., outside Dublin would be from 7 to 15 per cent less than in Dublin.

The building wage rates are higher in Belfast than in Dublin, and are lower in County Limerick, Londonderry and Waterford than in Dublin.

Taking the mean of the rents and prices combined of all the Scotch and Irish towns, the Scotch towns are 5 per cent below London, and the Irish 13 per cent. Comparing the Scotch and Irish towns with England and Wales, and other than London, the rents and prices combined are higher in Scotland than they are in the English provinces, whereas the rents and prices combined in Ireland are on a level with Yorkshire.

In the matter of wages the mean rate in the building trade in Scotland is 14 per cent less than in London; about 2 per cent less than in the northern counties, Lancashire, the Midlands and Wales. In Ireland the mean rate in the building trade is 20 per cent less than in London and from 5 to 11 per cent less than in the English provinces.

In the engineering trade the mean rate in Scotland is 17 per cent less than in London, and from 2 to 9 per cent less than in England and Wales, other than London. In Ireland the mean rate is only 10 per cent below London, and slightly higher than in England and Wales, other than London. These figures apply only to skilled labor.

By the Slaby-Areo system of wireless telegraphy over 1,000 words were recently telegraphed from the trial station of the company at Nauen, near Berlin, to the Austrian military station for wireless telegraphy at Korneuberg, near Vienna, a distance of about 372 miles. He adds that this is the record result thus far in the use of the system of overland transmission.

Demand the union label on all products.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

VANCOUVER, B. C., Cor. Carrel and Powell Sts., P. O. Box 1365.
TACOMA, Wash., 3004 McCarver St.
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A PRO-INJUNCTION PLATFORM.

The dominant political party has at last declared itself upon the much-agitated question of "Government by Injunction." For the past ten years or more the labor movement has presented its grievances against the usurpation of power by the Judiciary to every session of Congress. For the same length of time Congressional committees have given extensive hearings and listened to learned arguments upon both sides of this question; but every session of Congress has adjourned without even an attempt at defining the position of the party in power upon the subject.

The Republican party has now evidently reached the conclusion that "Government by Injunction" is an issue upon which the coming election will depend, and that fact has accomplished what no end of petitions on the part of the labor movement, the pleas of statesmen and even Presidential Messages have been able to do. For this much the people ought to be thankful.

Briefly, the so-called Anti-Injunction plank is a declaration in favor of legislative enactment which will make it compulsory upon the equity courts to give due notice and hearing to the adverse party before issuing a restraining order or injunction, except in cases where it is shown that irreparable injury to property may result by delay.

Such enactment would in no way act as a remedy against "Government by Injunction," but would, on the contrary, legalize the evils thereof. It makes very little difference to the citizen whether he is robbed of his personal rights with or without a hearing. The great fact with him is that he is being robbed of his rights, and it is with this knowledge that the labor movement has asked for restriction of the jurisdiction of the equity courts. In truth, the declaration of the Republican party so far from being anti-injunction, is, if anything, pro-injunction.

The labor movement is not opposed to the use of the writ of injunction when it is used legitimately for the protection of "property" or "property rights." We recognize in it a necessary judicial prerogative to prevent or restrain injury to property. We have not petitioned Congress to prohibit the use of this writ, but to prohibit its abuse.

To this end we have asked Congress to restrict its use to the protection of "property" and "property rights," and to so define these terms that neither directly nor indirectly shall there be held to be any property right in the laborer or his labor power. There can be no property in man, nor in his labor power, in a society like ours. To hold that such property right exists would mean the subversion of the fundamental principle of our government that "all men are free."

Experience has taught us that such legislative definition of "property" and "property rights" is necessary for the reason that injunctions have been and are being issued, curtailing the personal rights of the citizen, or restraining him from the free exercise of these rights. Every injunction issued in a labor dispute is based upon the assumption that the personal rights of the citizen are inferior to the rights of property, and may be "alienated" in the interest of the latter rights. When the workers quit their employment there is an injury to the business

of the employer, and upon this premise judges have enjoined the workers from quitting their employment, although they have a constitutional right to quit. When the workers on strike appeal to their fellow-workers for assistance or to make common cause with them, there exists an injury to business, and the judge by an injunction restrains and prohibits the men on strike from in "any wise interfering with (i. e., speaking to) the employes of the complainant." In the case of a boycott, when we agree to refrain from spending our money with a certain party, and ask our fellow-citizens to do the same, the business of the boycotted party is hurt, and the judge will step in and enjoin us from appealing for the support of our friends.

We hold that the issuance of injunctions should be prohibited in such cases. We do not deny that the business of an employer is injured by a strike on the part of his employes; nor do we deny that his business is injured by our appeals to our fellow-citizens to assist us; but we hold that injury inflicted in this manner is legally inflicted, and can not be restrained by the courts, any more than the latter can enjoin one business man from competing for the trade of another. The Constitution of the United States guarantees to every man certain inalienable rights, among which are the right of quitting work, the rights of free speech, free press and petition for redress of grievances. Strikes and boycotts are neither more nor less than agreements on the part of two or more men to exercise these rights together for the purpose of achieving a common purpose. We hold that no judge has the right to restrain or hinder us in the free use of these rights, and we further maintain that what one man may legally do as an individual can not be unlawful if done by more than one. Of what use to the worker is the right to quit, if he can not use it under agreement with his fellow-workers? Of what use would the ballot be if men had not the right to come together to discuss the merits of the candidates and agree upon whom to vote for?

There are other evils flowing from "Government by Injunction." It has been held as a maxim of equity law that "equity jurisdiction is as broad as the exigencies of the case," and in following this rule judges have issued injunctions restraining acts that would have been punishable under the law of the land. In such cases the party violating the injunction is not tried for breaking the law, but is tried for contempt of court, under which procedure the judge examines into the facts and by himself determines the innocence or guilt of the accused. Thus "Government by Injunction" is in a fair way of robbing the people of a right which has always been the bulwarks of our democracy—trial by jury.

The labor movement does not ask for special legislation or exemption from the operation of the law. On the contrary, it is engaged in a struggle to uphold the law, made by the people through their representatives, as against judge-made law—one-man law. Our position on this question has been made so clear during the extended hearings before Congressional committees, and in our appeals to the public, that, instead of meeting us fairly and squarely, our opponents have been compelled to use the weapon resorted to by enemies of progress

and liberty in all ages, misrepresentation and ridicule.

The Republican party, from considerations of "business" and "vested interests," has permitted the Judiciary to continue its course of encroachment upon the rights of man without a protest, and not until it found that it could not, by its silence and contempt, prevent this issue from going before the people, was it forced to a public declaration upon the same.

Examination of the recent declaration of that party shows that it does not propose to remedy the evils flowing from the usurpation of power by the Judiciary; but, on the contrary, proposes to legalize the same, meanwhile endeavoring to blind the people by a declaration in favor of a hearing before an injunction is issued. In truth, the remedy proposed is worse than the disease.

But the working people are not satisfied with having their rights taken from them, whether with or without a hearing. They are fully conscious of their rights and determined to maintain them.

The party in power has disregarded our grievances and is now trying to cover its cowardly neglect of the people's rights by throwing dust in our eyes. But it will find that it "can not fool all the people all the time."

E. ELLISON.

San Francisco, Cal.

RELATIVE POSITIONS OF CITIES.

There is almost a touch of personality in the way American cities have moved in relative position during the last 100 years. Their changing fortunes are full of suggestiveness, says Harper's Weekly. New York, which had become the largest city by 1790, has held its place in front in every census up to the present time, and now, with a population more than double that of its next competitor, is not in immediate danger of losing its pre-eminence. Chicago first appeared on the list in 1850 as the twenty-fifth American city. At each census it made a long stride and passed many competitors, until it reached second place in 1890. St. Louis appeared one decade earlier than Chicago, and by 1850 had jumped to the eighth place—a sensational advance. Philadelphia started in the second place, has never been below fourth, and is to-day the third American city. Boston started as third, and stands to-day the fifth. Charleston, the fourth city in the original list, lost steadily in relative position until in 1880 it appeared for the last time among the first fifty. Baltimore has kept its place very evenly. Northern Liberties, the sixth city in the first census, and Southwark, the tenth, are now part of Philadelphia. European cities have not had so many ups and downs as those of America, although the population of Rome has shown extraordinary fluctuations. Careful estimates put it at more than 2,000,000 in the fourth century and at less than 140,000 in the eighteenth. It is now about 500,000. For many centuries London and Paris have been the largest cities in Europe. • St. Petersburg, Berlin and Liverpool are comparatively modern.

The Transvaal Government is establishing a State Mines School at Johannesburg. A spinning and weaving school for the education of Boer girls along that line has been established at Bloemfontein. The teachers were secured from England.

Home News.

Grover Cleveland, twice President of the United States, died at his home in Princeton, N. J., on June 24.

Eleven deaths due to heat prostration or allied causes were recorded in Chicago on June 23. The thermometer again rose to above 90 degrees.

The Japanese of Hawaii have decided to retaliate on the Chinese of those islands for the Chinese boycott of Japanese goods growing out of the Tatsu Maru affair.

The United States representative at Caracas, Venezuela, was withdrawn on June 23. Other nations have taken similar steps, due to dissatisfaction with Castro's administration.

Twelve deaths by drowning were reported in New York and vicinity on June 22, the intense heat drawing thousands to the beaches to seek relief either in or on the water.

The Toledo Ice and Coal Company pleaded guilty in the United States Court at Toledo, O., on three counts of having received rebates from the Ann Arbor Railroad Company. The Court assessed a fine of \$1250 on each count.

The property, franchise and entire rights of the Brooklyn (N. Y.) Ferry Company, said to be worth \$10,000,000, were sold at public auction on June 25 for \$25,000 to the Terminal Company, a corporation specially organized for the purpose.

Twenty-four companies manufacturing Manila wrapping paper were fined \$2000 each by Judge Hough in the United States Circuit Court at New York on June 22. They pleaded guilty to maintaining an illegal combination in restraint of trade.

By a vote of 20 to 14 the Louisiana Senate defeated the State referendum prohibition bill on June 25. This probably will end the fight for prohibition in Louisiana at this session of the Legislature. A similar measure was recently defeated in the House.

Nine negroes met death at the hands of a mob in the vicinity of Hemphill in Sabine county, Tex., on June 21. Both races secured arms and a race clash appears imminent. The lynchings followed the killing of two white men by negroes.

The Southern Pacific Railroad Company was indicted on nineteen counts by the Federal Grand Jury at San Francisco on June 21 for alleged violations of the Interstate Commerce law. The maximum penalty for the offense charged is \$20,000 on each count.

President Roosevelt has issued a proclamation declaring the adhesion of the American Government to the Paris convention of May, 1904, for the suppression of the white slave trade. There are thirteen nations signatory to the convention and three have declared their adhesion to it.

The monthly statement of the collections of Internal Revenue shows that for May the total receipts were \$18,495,681, a decrease of \$4,049,080 from the corresponding month last year. The deficit for the eleven months of the current fiscal year is \$16,749,460.

Secretary of War Taft has announced that he has reached an agreement with Monsignor Aversa, the apostolic delegate to Cuba, providing for the purchase of all the Catholic Church holdings by the Government in Santiago Province. Governor-General Wood practically reached an agreement several years ago for the purchase of the holdings for \$535,000.

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Anderson, A. P.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
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Andreasen, O. L.	Lektonen, W.
Affa, P.	Lindburg, John
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Batenan, S. J.-1207	Lindroos, Chas.
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Drager, Otto	Petersen, Eric
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Ellasen, H. I.	Penningrud, L.
Erikson, P.	Petersen, Melr
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Gumwho, E.	Schultz, E.-1842
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Knudsen, R.	Wirtanen, C.
Kristoffersen, Emil	Yerna, F.

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Echman, William	Milsen, M. O.
Healy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Stacheassen, C.
Ligestraim, Gasta	Stevens, Wm.
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Moberg, Alfred	Woker, Hermann
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Theodore A. Hansen, last heard of two years ago at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Ernst Sawitza, aged 23, last heard of in 1905, at that time a member of the Atlantic Coast Seamen's Union, is inquired for by Theo. Sieger, 1247 Cottage Place, Milwaukee, Wis.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

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Boose, Paul C.
Bade, Alex.
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Knopf, Fritz
Kone, Ernst
Knudsen, Peder
Knubedal, Peter
Koch, Karl
Laine, Frank
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men's Journal.

SEATTLE, WASH.

Change of Ownership Sale

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

McCORMACK BROS.

812-814 First Avenue, Seattle, Wash.

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Shoe and Clothing Company
UNION MADE HEAD TO FOOT OUT-
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UNION MADE CLOTHING

FURNISHINGS,
HATS AND
SHOES, at

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220 and 222 First Ave. South,
SEATTLE, WASH.

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Navigation and Nautical Astronomy

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Graduate of Trinity Nautical College.
Author of Self-Instructor in Navigation.
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BONNEY & STEWART

Undertakers

Third and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

News from Abroad.

Colonel Galliaeffsky, chief of the
military circuit, was assassinated at
Vladikav Kay, Russia, on June 23.

A rebellion has broken out at Pa-
rang, along the west coast of Su-
matra, which has reached alarming
proportions.

The French Government has de-
cided to call an international confer-
ence in Paris with the object of es-
tablishing regulations to facilitate
automobile travel in Europe.

The prospectus of the Swedish Gov-
ernment loan of \$15,000 was issued at
London on June 17. Interest is at 4
per cent until 1918, and after that 3½
per cent. The issue price is 98.

General Khoroshkin, commander of
a detachment of Cossacks, stationed
at Vorniskan, a town near Uralsk,
Russia, was assassinated on June 18.
The murderer shot through a window
and escaped.

The Chinese Government has asked
France to agree to an investigation of
the difficulty that has arisen on the
Tonkin frontier by reason of the kill-
ing of a French officer and six soldiers
by regular Chinese troops.

The Philippine Assembly on June
19, on the eve of adjournment, de-
clared, by a vote of 57 to 15, that in-
dependence was the aspiration of the
Filipino people and that they were
ready for immediate independence.

Persian patriotic socialists at Tehe-
ran, Taboride, Kasvin and Ispahan
have united in a demand for German
protection against Turkey. They ask
that Germany send officers to reorgan-
ize the Persian army and Govern-
ment.

A dispatch received at Paris, France,
from the French Consul at Casa
Blanca says that the Straghna tribes-
men have defeated the followers of
Mulai Hafid, the insurgent Sultan, in
a series of engagements at Morocco
City.

In an encounter between revolution-
ists and troops of the Mexican Gov-
ernment at the town of Las Vacas, in
Coahuila, on June 26, between forty
and fifty were killed, and the Com-
mandant of the Mexican troops was
badly injured.

The result of the final election for
the Prussian Diet makes but little
change in the forecasts sent out. A
feature of the composition of the new
house will be the appearance of the
Socialist members, numbering six, and
possibly seven.

The anti-Japanese boycott is still
being strongly maintained at Hong-
kong, China. The Government has
prohibited meetings at restaurants
called for the purpose of discussing
the question of self-government and
similar subjects.

Completion of the railroad connect-
ing Guayaquil with Quito was cele-
brated at Guayaquil, Ecuador, on
June 18 with enthusiasm. Senora
Amer-Aldere, daughter of the Presi-
dent, drove the golden spike that fin-
ished the track.

Russian Finance Minister Kokovsoff
on June 18 introduced in the Douma
a bill authorizing the immediate issue
of an international loan of \$100,000,-
000 to cover the deficit in the 1908
budget and other expenditures that
can not be deferred.

Magnificent new bathhouse grounds
will be opened at Rotorua, one of the
hot lakes of North Island, New Zea-
land, in connection with the visit of
the American Fleet. Native festivities
and dances have been arranged for
the entertainment of the visitors.

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ployers agreeing to arbitrate all differ-
ences.

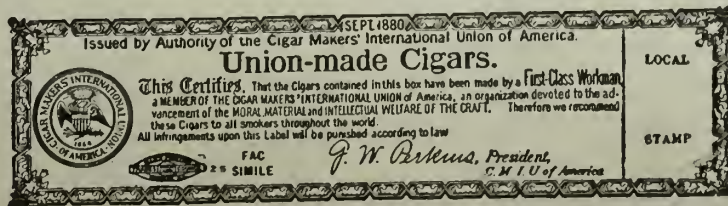
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Labor News.

Announcement was made at Burlington headquarters on June 26 that, beginning July 1, wages of Burlington trackmen will be reduced 1 cent an hour from 13½ to 12½ cents.

Seven hundred additional men will be employed by the Southern Pacific Railroad Company at Sparks, Nev., and on the lines of that company East and West from there, beginning on July 1.

The California State Federation of Labor is preparing a number of bills for presentation to the coming Legislature. Employment agencies, child labor and the initiative and referendum are among the measures in view.

As a result of complaints made by the Vallejo (Cal.) Trades Council, orders have been issued by the Navy Department to observe the provisions of the California Child Labor law in employing boys at the Mare Island Navy Yard.

The United States Steel Trust has purchased 361 acres of land at Stinesville, Ind., and it is announced that the corporation will expend \$11,500,000 in developing stone quarries and building a "model town" for its employees, similar to the one existing at Gary, Ind.

The American Federation of Labor has filed the transcript of record in its appeal from the decision of the District of Columbia Supreme Court in the case of the Buck Stove and Range Company, in which the lower court restrained the Federation from publishing the company's name as "unfair."

Officials of the Freight Handlers' Union at Chicago, Ill., threaten to call strikes following the refusal of railroads running into Chicago to sign a wage scale for a year. The railroad officials offer a month to month contract, and say if freight business does not improve soon a cut in wages is inevitable.

Reports of the operation of the employee's relief fund of the Pennsylvania Railroad Company's lines east of Pittsburgh and Erie show that, including payments for May, but a few thousand less than \$18,000,000 has been paid to members and their families since the organization of the fund on February 15, 1886.

It is reported that a movement is contemplated by a number of railroad companies to reduce wages all down the line, from president to section hands. This, it is said, means a bitter war, with the Administration undoubtedly leaning toward the side of labor and the Interstate Commission also very friendly to union labor.

The usual order of things was reversed at Detroit, Mich., on June 22, when the Metal Polishers, Buffers and Platers' Union obtained a temporary injunction restraining the police from interfering with them on the street in their peaceful solicitation of employees of a stove company to join their union, setting up that it threatened the ruin of the union.

Beginning July 1st the shops of the Illinois Central system at Burnside, Ill., and Waterloo, Ia., Memphis, Tenn., and Water Valley and Vicksburg, Miss., will be restored to full time. Since November these shops have been running on from one-half to two-thirds time, and the new order means that more than 5000 additional men will be put to work.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Rogcnes, Anfin
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Rosenstrom, Frank
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Schmith, A.
Schmith, F.
Steind, L.
Sorensen, C.
Thomas, J. W.

Information Wanted.

Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignes, Sailors' Union, San Francisco.

Julius Brandt, who was formerly working as a longshoreman at Coos Bay, Or., will please communicate with the Coast Seamen's Journal.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address Coast Seamen's Journal.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address Coast Seamen's Journal.

Christopher Cossovar and Richard Richter, late of the steamer Asuncion, are requested to call at Room 808, Sheldon Building, San Francisco, regarding salvage claim.

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Newly furnished rooms.

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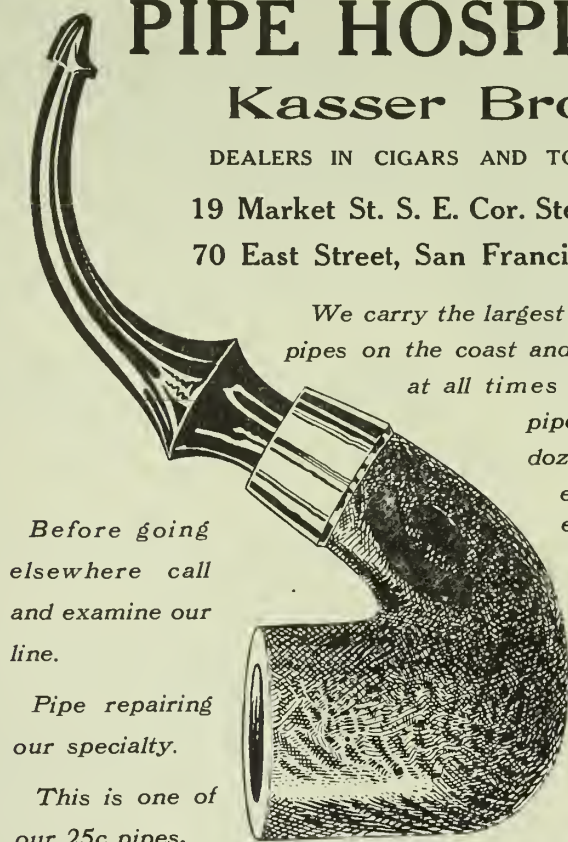
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pipes for 25c, one
dozen pipe cleaners
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When making purchases from our
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Seamen's Journal.

Domestic and Naval.

The fishing schooner Minnie M. Moser was successfully launched at Mahone Bay, N. S., on June 15. The schooner is owned by the American Atlantic Fish Company.

In pursuance of the Interstate Commerce Commission's ruling the Western railroads have decided to cancel all passes issued to officials and representatives of steamship companies.

The American schooner Alice P. Turner, Captain Bonsall, lumber laden, from Charleston, S. C., was towed into Southport on June 18 by the tug Blanche. The schooner was full of water.

Captain H. F. Barrett, of the New England Steamship Company's freight liner Massachusetts, has been promoted master of the palatial steamboat Commonwealth, which left Cramp's shipyard on June 20 for New York.

As the result of an explosion, the cause of which is not definitely known, on board the Hamburg-American liner Arcadia in the Delaware River on June 20, three negro stevedores were killed and a score of other workmen injured.

The Clyde liner Oneida is about to be sold to the Baltimore and Carolina Steamship Company for service between Baltimore and Charleston. The Oneida was originally the British steamship El Callao, and was built on the Clyde in 1885. She registers 1323 tons gross.

The Hamburg-American line will place two new steamships on the New York-Hamburg route next season. The new vessels will be named Cincinnati and Cleveland. Each will be of 18,500 tons register, with a speed of 16 knots an hour. They are being built at Hamburg.

A new record for vessels of her class was established by the new scout cruiser Salem on June 23, when she made a run over the measured mile course off Rockland, Me., at the rate of 26.88 knots an hour. The best previous record was 26.07 knots, made by the sister-ship, the Chester.

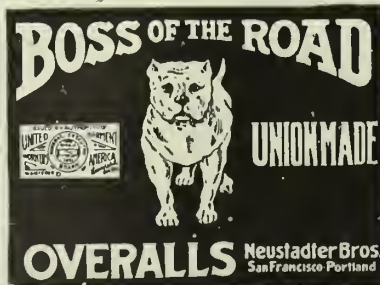
The new steamship Verona, built for the Italia line's service between Philadelphia, Pa., and Naples and Genoa, sailed from the latter port on June 17. The Verona is a sister-ship to the Ancona. She will take out passengers and freight, and is scheduled to leave Philadelphia on July 4.

Commander Robert E. Peary recently announced that he had raised all but \$10,000 of the \$50,000 fund needed for his latest Polar expedition, on which he hopes to embark July 12. Commander Peary said that his vessel would soon be ready to leave dry-dock. He expects to raise the remaining \$10,000 before July 1.

Vassily Rebikoff, a Russian inventor, has arrived in America to exhibit his new motor-boat to the United States Government. He asserts that with twelve horse-power he can maintain a speed of thirty-one miles an hour and make the journey up the Hudson from New York to Albany in four and a half hours.

From New York to Boston in fifteen hours is the record made daily by the fast express turbine steamers Yale and Harvard, of the Metropolitan Line. For nearly 50 years the Metropolitan Steamship Company has operated an all-water freight service between New York and Boston, and last year it inaugurated a passenger service.

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With the Wits.

It May Happen.—"What caused the blockade of traffic in this street?"

"A girl's spring hat blew off."—Exchange.

Good, Then.—"Is your husband an after-dinner speaker?"

"No; but you ought to hear him talk before dinner if it's five minutes late."—Detroit Free Press.

A Sturdy Ear.—"Your daughter has a wonderful ear for music."

"Yes," answered Mr. Cumrox wearily, "seems like it can stand most anything."—Washington Star.

Artful Scheme.—Mrs. Knicker—"That little Jones boy has such beautiful table manners."

Mrs. Bocker—"Yes, his mother always feeds him at home before he is invited out."—Punch.

A Young Diplomat.—"Your mother tells me you've been naughty again today. When I was a boy I was whipped hard every time I was bad."

"But you hadn't as good or wise a father as I have, pop."—Punch.

Good Intentions.—"What makes people insist on swimming beyond the breakers?"

"I suppose they are philanthropists in their way and want to help along the distribution of hero medals."—Washington Star.

Reward of Valor.—Mrs. Naggs (reading)—"In some parts of Africa, the more wives a man has the greater his social importance."

Naggs—"Well, I suppose the people there admire a brave man."—Philadelphia Inquirer.

Overburdened With Memory.—"Your son tells me he is going to take lessons to cultivate his memory."

"I hope not," answered Farmer Cornlossel; "he can remember every fool tune that was ever whistled."—Washington Star.

Beneath Notice.—"Mike," said Plodding Pete, "what would you say if some one was to offer you work?"

"I wouldn't say anything. Such a bad judge of human nature wouldn't be worth talkin' to."—Washington Star.

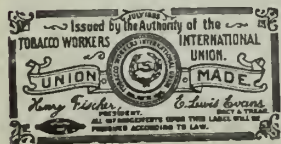
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Over 100 sunny rooms to let.
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Baths free. Rates \$2 to \$3 per week, 35-50-75c per night.

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UNION LABEL HATS, SHOES AND CLOTHING



Our Special
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Most Reliable Jewelry House on the Coast

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The oldest navigation school on the Pacific Coast (established 1875) offers you advantages that can not be obtained elsewhere.

Our methods are short, thorough, concise and practical; the prices are moderate, and you are assured of a "square deal."

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EAST STREET - - San Francisco

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New Store New Goods

Union Made Clothing,
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SAN FRANCISCO

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C. J. SWANSON

Clothier & Furnisher for Gentlemen

Up-to-Date Suits Made to Order

\$12 and Up

Hats, Caps, Shoes, Oilskins and Rubberboots

Bedding, Blankets and Pillows

Uniform gold braids and gold wreaths of all descriptions.

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Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, etc., Boots, Shoes, Rubber Boots and Oil Clothing. Seamen's Outfits a specialty.

If you want first-class goods at the lowest market price, give us a call. Do not make a mistake—Look for the Name and Number.

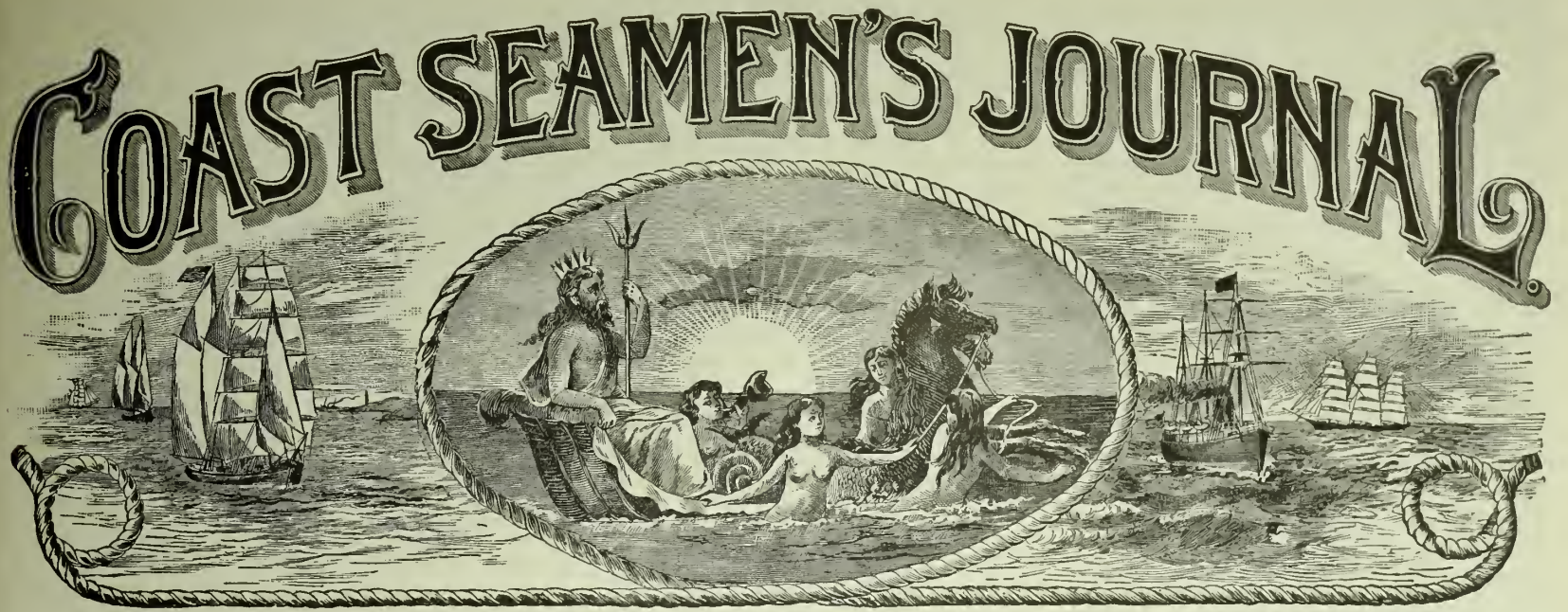
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 42.

SAN FRANCISCO, WEDNESDAY, JULY 8, 1908.

Whole No. 1072.

FIRST COAST SEAMEN'S UNIONS.

IN THIS short sketch it will be impossible to do anything like justice to the story of the wrongs of the sailor on the Pacific Coast and how he righted them. The story is as long as it is interesting. It tells of men, sailors, who lived and worked under conditions worse than slavery. It tells of how they struggled, organized, and finally obtained a portion of those rights and privileges enjoyed by laborers in other lines of industry. It tells of sacrifices that were made, of lives that were lost, of agitation that was carried on for years before any progress was to be noted. The story, if told in detail, would fill volumes, and it is hoped that some day one of those men who have had so much to do with the uplifting of the sailors will give the story to the public in order that workingmen in other trades may learn what a formerly oppressed and degraded class has accomplished for itself.

The memory of the American workingman is shorter than his bank account. By so readily forgetting all the abuses heaped upon him he stamps himself as the most forgiving and generous creature on the face of the earth. And the sailor is no exception to the rule. To-day the greater part of them believe that the conditions which prevail in their craft have always prevailed. They think that shanghaiing and blood-money have always been forbidden. They do not realize that there was a time when the Union shipping office and the nine-hour day were unheard of. In short, they have forgotten all those abuses of the early days, when boarding-house keepers and other classes of men grew rich because of the sailor's oppression. Many there are who do not remember the time, not long since passed, when a man could be imprisoned for desertion. Some, however, have not forgotten these things, but their number is exceedingly small.

The reader must not imagine that this article is written with the desire of stirring up old scores. Its purpose is merely to trace the history of the sailor on the Coast, and to show how he has brought about his emancipation by means of nothing more nor less than organization.

Without any attempt at exaggerating, it is possible to say that no class of free workingmen on the face of the earth have suffered and worked under conditions such as those which have been the lot of the sailor. Writing for the Coast Seamen's Journal, it is unnecessary for me to describe the abuses of shanghaiing, blood-money, advances and things of a like nature. It is useless for me to give in detail the stories of those men who have been beaten, abused and murdered on board of vessels entering this port. It is also useless for me to tell of those poor wretches who have been maimed for life through the brutality of captains and mates, or who have become diseased with the dreaded scurvy. Yet the history of the sailor on the Pacific Coast, previous to the existence of the present Union, is filled with such tales, and the fact that these abuses do not exist to-day is due entirely to the untiring efforts of those men who have agitated and organized for years among the men of the water front.

For many years prior to the discovery of gold in California, San Francisco was not considered a port of any importance. Vessels sailing along

the Coast would enter the harbor and anchor in the southern end of the Bay, opposite San Jose and Santa Clara, which places in those days supplied the cargoes of hides and tallow. It was nothing unusual, even in those early times, for the men to desert as soon as anchor had been dropped. So numerous did desertions become that at last the city fathers of San Francisco, which in the meantime had slowly grown into a port of greater importance, decided that steps must be taken to protect the interests of those companies whose vessels entered the harbor. If men were permitted to desert and go unpunished, so it was argued, ships would no longer be sent to the city, and the result would be that the trade of the merchants would be seriously injured. Consequently, an ordinance was passed in September, 1847, imposing a sentence of six months' imprisonment at hard labor upon any deserter who should be apprehended and convicted. To make the enforcement of the law more effective, a bounty of \$50 was given for every such person captured and turned over to the authorities. In passing, it is interesting to note that Lieutenant Gilbert, later editor of the Alta California as well as first Congressman from this State, scoured the surrounding country with a detachment of militia, and succeeded in capturing seven men, who were promptly punished.

A State law against desertion was enacted some years later and it was under this statute that many a poor wretch, who had rebelled against the brutality of captain or mate, was punished for leaving his employer without first having obtained permission.

With the discovery of gold, in 1848, a marvelous change was wrought in the life and history of California. Thousands of people from all parts of the world flocked into the country by land and sea. San Francisco became the Mecca for the ships of all nations. Hundreds of them sailed into the harbor, with but little idea on the part of the captains that they would never sail out again. The excitement was intense. Everybody hastened to get into the goldfields as soon as possible. Shops were closed and houses boarded up. The two newspapers of the city suspended publication while their editors and workmen hurried off to dig for the elusive metal. Whole companies of soldiers from the forts threw down their guns and made their way into the up-river country. The "rush" was on, and under such conditions it was impossible for captains to retain their men. Those desirous of putting to sea again raised wages to a fancy amount and hurriedly set sail. Entire crews deserted and journeyed up the Sacramento. So great was the excitement that it was no uncommon occurrence for mates and captains to join their men in the search for hidden fortunes. Needless to say, no one at this time stopped to think of enforcing the ordinance against desertion. Even had they done so, it would have proved a difficult task, for magistrates and city officials, forgetting about laws and public duties, had closed their offices and gone with the crowd.

Vessels, without a soul on board, were left in the harbor to be buffeted about by the elements. Scores rotted and fell to pieces, while others were later purchased by enterprising speculators, dismantled, fitted up as saloons and gambling dens, and anchored along the water front. Gangplanks

were run out to these queer-looking structures, and many are the tales of men, more or less under the influence of liquor, who fell from these paths of unrighteousness into the mud below. One of the largest of the vessels was purchased by the city to be fitted up as a jail, and as such, did good service for a number of years.

The first strike among the sailors occurred in August, 1850. Many men had come back from the mines, penniless, disheartened and anxious to return to their homes in the Eastern States. They were more than willing to man the vessels in return for passage, with the result that captains were not slow in seizing the opportunity to reduce the wages of the sailors to \$25 per month. A strike followed, but there were too many men willing to ship without wages to the Atlantic ports, and after a few days the strike was declared off.

At various times during the '50's, owing to new goldfields having been opened in different parts of the State, it became impossible for captains to obtain sailors for the trip out of San Francisco. Boarding-house keepers and others were resorted to as a means of obtaining crews, and shanghaiing became an everyday, or rather everynight, occurrence. Scores of men were drugged and carried on board the vessels, only to be rudely awakened from their stupor on the following morning, finding themselves far at sea. This was the fate of sailors as well as of clerks, bookkeepers and other classes of men, who knew nothing whatever about handling a vessel. This lack of knowledge, however, did not affect the situation in the least. Kicks and belaying-pins were helpful aids in teaching the trade to any shanghaiing man who was not desirous of learning the rudiments of the sailor's craft. If the student proved himself obstreperous and unruly or showed a tendency to rebel under his new environment, he was usually assisted in his education by being introduced to the ever-friendly irons and a fare of bread and water. It is impossible to do justice to the brutality shown the sailors in those days. Books and newspapers of the time are filled with harrowing accounts of their sufferings and continued abuse. So bad did conditions become that public sentiment was finally aroused, but as usual that was all that happened. People talked about the situation a great deal, and one or two preachers mentioned it from their pulpits, but further than this nothing occurred. The sailor had yet to learn, and from years of bitter experience, that the man who gets ahead is the man who helps himself.

During the '50's nearly all trades in San Francisco had become organized and had succeeded in materially bettering the condition of the workers. The printers had formed a protective association as early as 1850. The teamsters, draymen, lightermen, riggers and stevedores had organized in 1851; the bricklayers and bakers in 1852; the blacksmiths, plasterers, brickmasons, shipwrights, carpenters and caulkers in 1853; while even the musicians had organized and had struck for the enforcement of the union scale in 1856. But among the sailors, organization seemed impossible. The task appeared to be most hopeless and no person had the courage to attempt it.

During the middle '60's the spirit of trade-unionism was truly rampant in San Francisco. Almost all crafts had become infected, with the result that the first Trades' Assembly was formed

in October, 1863. It is interesting to note that this first labor council, composed at one time of fourteen organizations, survived for practically four years. It did a great good among the crafts but was finally broken up because of internal dissensions having arisen as a result of its political activity.

It was not until 1866, however, that the first union was formed among the sailors. Wages at that time were \$40 a month. The men had become imbued with the spirit of unionism which was then pervading all crafts along the water front and an association was planned. At this time (January, 1866) the following trades had organizations among the men connected with the shipping industry: Caulkers, ship and steamboat joiners, shipwrights, riggers and stevedores and steamship firemen. In face of such an array of associations so closely connected with the sailor's trade, it is not surprising that the following notice appeared in the city papers of that time: SEAMEN'S FRIENDLY UNION SOCIETY.

All seamen are respectfully invited to attend at the Turn-Verein Hall on Bush street, between Stockton and Powell streets, on Thursday evening, January 11th, at 7½ o'clock, to form a Seamen's Society for the Pacific Coast.

As a result of the meeting an association was formed under the name of "The Seamen's Friendly Union and Protective Society," with Alfred Enquist, President, and George McAlpine, Secretary. Meetings were held for some months in the basement of Dashaway Hall, but the association was doomed to a short existence. Having but a small membership, it was unable to pay a salary to its officers and keep them ashore to look after its interests. The officers could not live without working and the result was that when they shipped to sea, which occurred in a few months, the Union rapidly fell to pieces and finally disappeared.

Twelve years passed before another attempt was made at organization. Conditions, however, were greatly different from those that had prevailed in 1866. In the latter year prosperity had abounded, work was plentiful and wages high. But in the later '70's the very opposite was the case. Destitution and discontent were to be found on all sides; thousands of men were unemployed; the anti-Chinese agitation had been, and was being, vigorously carried on; while in the business world uncertainty and lack of confidence prevailed.

It was under such conditions that a large number of seamen met in the Western House, on Stuart street, on the night of January 31, 1878, for the purpose of forming a protective association. J. F. Harrison called the meeting to order, and after a short speech, reviewing the condition of the sailor, introduced Colonel Heath, J. J. Merritt and others, who addressed the assembly. A union was then organized with about a hundred charter members. George Ball and O. Svenkeson were elected temporary President and Secretary, respectively, and a committee was appointed to draft a constitution and by-laws. At a meeting on February 4, ninety-two sailors signed the roll, giving the association a membership of about two hundred. It was at this meeting that an invitation was extended to the boarding-house keepers to join with the Union in its efforts to protect the Coast seamen from the encroachments of the deepwater sailors, who, it was said, had brought wages down so low that it was impossible for a man to live upon them. On February 9 a constitution and by-laws were adopted and the society took on the name of "The Seamen's Protective Union." On February 13, the following permanent officers were elected: J. F. Harrison, President; John Lamb, Vice-President; George Ball, Secretary; James Smith, Treasurer; T. Curtin, Sergeant-at-Arms. A resolution was then adopted pledging the members not to ship on any coasting vessel for less than \$30 a month. The association grew very rapidly for several months and on April 2 had an active membership of six hundred. But trade was dull and the enthusiasm of the men soon waned. After an existence covering a period of some months, it quietly passed away, having accomplished practically nothing toward bettering the condition of the sailors.

In the latter part of August, 1880, the Pacific Mail Steamship Company had discharged a number of its white employes and filled their places with Chinese. The former immediately sent a committee to interview the officials of that corporation, but they would do nothing. It was then decided that a meeting of steamship sailors and firemen should be called for the purpose of discussing the situation. Accordingly a goodly number of seamen gathered in Irish-American Hall on the evening of August 31 and were addressed by S. Robert Wilson, chairman of the meeting, Denis Kearney, Frank Roney, Tom Haggerty and others. It will be remembered by those familiar with the history of California that Kearney had led the sandlot agitation against the Chinese during the later '70's. Before coming to San Francisco, however, he had sailed for years before the mast. Because of this fact, and also as a man still prominently before the public, he was called upon to advise the men as regards what should be done. He had not forgotten his experiences on the high seas and strongly urged them to organize as the only way out of the difficulty. But the one man to whom the greatest credit is due for the subsequent developments of this, the first meeting, is Frank Roney. Roney was born at Belfast, Ireland, in 1841. Although

coming from wealthy parents, he early allied himself with the Young Republicans, a revolutionary body banded together under Stephens and that world-patriot, Mazzini, and with them plotted for the overthrow of English rule in Ireland. Because of his prominent part in the uprising that followed, he was arrested for treason and narrowly escaped the death sentence. Upon promise never to return to his native land, he was sent to the United States by the British Government. After spending some years in the Middle West, he came to California in the early '70's and worked at his trade as a molder. When the Kearney anti-Chinese agitation began, he joined the sandlotters, drafted the first constitution and plan of organization for the Workingmen's Party of California, and soon rose to a position of respect and leadership within that organization. His ability, integrity and love of independence angered Kearney, who was intensely jealous of his own position as head of the growing movement, and it was not long before Roney rebelled against the dictatorial and bulldozing methods of this illiterate and radical leader. After withdrawing from the party he became interested in the study of Socialism and later joined with the men upholding those principles.

Roney, being of a commanding figure, standing fully six feet high, broad shouldered, and a fluent speaker, was a valuable acquisition to the Socialist movement. If he had been an ardent advocate of the rights of the workingmen as a co-worker of Kearney, he became even more so as a Socialist. He addressed meetings in all parts of the city and was indefatigable in his efforts at spreading the cause. As he agitated and talked among the workingmen, he met, by chance, a fellow countryman, J. P. Devereux. Devereux was born in Cork, Ireland, in 1844, and had shipped to sea at the age of fifteen. After sailing over the greater part of the world, he finally entered the harbor of San Francisco in 1876. He had learned, by bitter experience, the miserable condition of the sailors, and as the two men became better acquainted, he told Roney about their wretched existence. If ever a man lived who was intensely sympathetic, that man was Roney. The stories told him by Devereux shocked his brain and heart, and a resolve was made forthwith that he would do all in his power to aid in the uplifting of the sailor. Night after night found him under the light of some friendly street lamp on the water front, talking to a small crowd of seamen about their degraded and oppressed condition. Socialism was his theme, but when the occasion presented itself as the steamship sailors and firemen gathered together to discuss their grievances, he was among the first to vigorously advocate the formation of a union.

Three other men had been closely associated with Roney in spreading the tenets of Socialism along the water front. These were S. Robert Wilson, Tom Haggerty and A. J. Starkweather. Wilson, in his early days, was a school teacher in Ireland, but upon coming to San Francisco had set up a small shop as a stationery dealer. He was broad-minded, well educated, kindhearted and just. It is said that he could have become wealthy had he given more attention to his business and less to the emancipation of his fellow-men. Haggerty was a mechanical genius, an inventor of rare ability, but first and foremost an ardent Socialist. Starkweather, in brief, was an enthusiast. Physically of poor health, he could work at nothing but odd jobs, but no one ever called upon him to aid in carrying forward the agitation but they found him ever ready and willing to serve. He has the distinction of being the first man arrested in California for boycotting, the difficulty having arisen in connection with the Chinese agitation of 1882. So incessantly did he work for the cause of the proletariat and so deeply was he loved by those with whom he came in contact, that upon his death in 1884, crowds packed the hall in which memorial services were held by those for whom he had labored. These four men had become familiar figures along the water front, and when the sailors gathered to discuss their grievances they were called in as counselors and advisers.

A second meeting was held on the following evening at the corner of Bryant and Second streets, with Roney as chairman. September 3 found the agitators again haranguing the sailors, this time on Third street, urging all those present to attend the meeting to be held on the following morning (Sunday) in Charter Oak Hall.

A small crowd gathered at the designated time in this place and steps were taken to form an organization. Roney had drawn up a constitution and by-laws, and as chairman, presented them to the meeting. They were unanimously adopted, the body taking the name of "The Seamen's Protective Association." The meeting then adjourned, after having elected the following officers: President, Frank Roney; Vice-President, J. P. Devereux; Recording Secretary, S. Robert Wilson; Financial Secretary, A. J. Starkweather; Treasurer, John Pygeorge. Pygeorge served for but a short time and was succeeded by Haggerty. Among these officers, Devereux and Pygeorge were the only ones who followed the sea for a livelihood; the others, working at trades on shore, would always be able to remain in San Francisco and attend to the affairs of the association.

With the hope of increasing the membership of the Union, a number of outdoor meetings were held along the water front, with Roney, Haggerty, O'Leary, Steinman and Devereux as speakers, but in all cases they were poorly at-

tended. Sailors feared that their chances of shipping again would be seriously imperiled were they seen aiding or in any way encouraging the work of organization. That they were justified in so thinking is evidenced by the bitter antagonism shown the association by the boarding-house keepers and other classes of men. These persons did everything in their power to retard the growth of the organization and the following extract from the minute book of the Union explains some of the methods used by them. A meeting had been held at the corner of Stuart and Mission streets on the evening of September 28 and in recording the minutes of the same the secretary remarks that "During the meeting there were continuous interruptions by the boarding-house sharks and their whisky-bought bums, going even so far as to throw valuable eggs, that did not have time to get the proper age and odor, at the agitators; but they made a bad failure, for the superior intelligence and calmness of the speakers entirely discomfited their enemies." Verily there were some unpleasant things connected with the life of agitators even in those days!

That the boarding-house masters and other interested parties were eminently successful in their opposition to the Union is evidenced by the fact that the association grew very slowly, and at no time had anything like a representative showing among the sailors. This is clearly seen by the report of the financial secretary, who, on August 26, 1881, reported that out of the 341 men who had joined the Union since its inception, only 165 remained in good standing and that 66 of these were from four to six months behind in their dues. So small was the membership and so poor was the attendance that frequent adjournments were necessary because of the lack of a quorum.

In spite of its smallness of numbers, the association did a remarkable work. What the Union lacked in quantity, it made up in the enthusiasm and unselfishness of its members. When it is remembered that the leaders of the movement were not and had never been seamen, the situation becomes all the more extraordinary. It was these men who worked all day at their trades and then spent the greater part of the night in agitating among the seamen or in studying navigation laws in order that they might be better able to prosecute brutal captains and mates before the Federal courts. It was through the work of these men that a number of such cases were brought into the courts, but for the most part they were decided against the sailors. The Union also carried on a ceaseless agitation against the incompetency of the officials in the Shipping-Commissioner's office, and even went so far as to petition for the removal of a Federal judge because of his unjust rulings in cases affecting the sailors. Mr. Roney, the leader in this work, also drew up and had presented to Congress two laws, one of which demanded that all American vessels should carry a crew composed of at least two-thirds American citizens; the other demanded appropriate laws for the punishment of officers for acts of brutality on board of American ships. He also opened correspondence with the Seamen's Union of the Great Lakes and with the Sailors' Union of Australia in the hope that an international association of some sort might be formed among these organizations.

But the great work of the association lay not in what it did for the sailor but in how it indirectly affected the labor movement in other lines of industry. A week or so after its formation, it was visited by a committee from the Trades' Assembly, which urged that delegates be sent to that central body. It was not until the following December, however, that the invitation was accepted. The Trades' Assembly had been formed in 1878, but had never played a very active part in the affairs of organized labor in San Francisco. It lacked virility, enthusiasm and leadership. Seemingly it was waiting for some one to awaken it from its lethargy, and it was in furnishing the man who did this, that the Seamen's Protective Association performed its great work. On June 21, 1881, Roney, President and Organizer of the Union, was sent as its delegate to the Assembly. In that body he soon became the recognized leader, admired and respected by all those with whom he came in contact. When in May, 1882, the representatives of trade-unions from all parts of California met in San Francisco and organized the "League of Deliverance," a powerful anti-Chinese association, Roney was unanimously chosen as its president. The Trades' Assembly also elected him as its leader a few months later, with the result that under his guidance it rapidly became a powerful factor in the industrial life of the city. Roney immediately began the task of organizing those trades in which no unions then existed, and in a short time succeeded in forming protective associations in practically all of the important crafts. These in turn became affiliated with the Assembly and in a short time that body rose to a position of strength and influence. Later, in 1885, he planned and led the movement which resulted in the formation of the present Iron Trades' Council. Some months later he was unanimously chosen chairman of the convention of trade-unions, out of which grew the central labor body known at that time as "The Federated Trades and Labor Unions of the Pacific Coast," but which subsequently became the present Labor Council of San Francisco. After serving two terms as its president he retired and worked at his trade as a

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

SEEKING VAN SCHAICK'S PARDON.

A delegation of the Association of Masters, Mates and Pilots visited Washington on April 30 for the purpose of presenting to the President of the United States a petition for the pardon of Captain William H. Van Schaick, who is now serving a ten-years' sentence at Sing Sing for alleged misconduct at the time of the disaster to the steamer General Slocum near Hell Gate in the port of New York.

An appeal had been taken previously to the Circuit Court of Appeals, but as this simply involved law points, the petition for a new trial was not granted and consequently Captain Van Schaick is now serving his sentence.

The American Association of Masters, Mates and Pilots, an organization of nearly ten thousand practical, licensed men, honestly believing that the sentence was not just, immediately proceeded to accumulate a special fund to be used for the purpose of trying to obtain a new trial, or in the event of that failing, a pardon for Captain Van Schaick. Up to the present time they have spent upwards of two thousand dollars towards this very worthy cause.

The delegation consisted of a committee representing the National organization, composed of John H. Pruett, National President; Irving P. Grace, First National Vice-President; L. B. Dow, National Counsel, and C. L. Warwick, National Secretary, in company with a committee of United Harbor No. 1, composed of John J. Scully, President; George H. Reynolds, First Vice-President; Arthur J. Hillery, Second Vice-President; Alfred D. Devlin, Chairman of Advisory Board; Robert H. Cowan, assistant to General Manager; Frank J. Stillwaggon and Phillip O'Connor.

This joint committee had been enjoined by the organization they represented to leave no stone unturned, but to work in every legitimate way for the pardon of Captain Van Schaick.

The petition, which was enclosed in a large mahogany box, contained no less than 245,800 signatures, besides numerous letters from influential people from all over the country, requesting the President to exercise his clemency.

President Roosevelt received the committee very courteously, expressing his knowledge and admiration of the valuable work the Association was performing, and giving all present every opportunity of expressing their views and convictions of the General Slocum disaster.

He very carefully read the petition and various letters from prominent persons which were handed to him, and stated his intention of referring the case to Attorney-General Bonaparte for thorough investigation and report, promising to give the subject his serious consideration.

The delegation afterward visited Attorney-General Bonaparte, by whom they were received in a most cordial and courteous manner, and were informed by him that the petition must go through the usual routine of the Department before any decision could be rendered. He was also presented with the petition and letters which had been

placed before the President, and after the case had been explained very fully to him, promised to give the matter his earnest attention and to report his recommendation to the President of the United States in the near future.

The American Association of Masters, Mates and Pilots feel very deeply in this matter, as they do not believe that Captain Van Schaick was guilty, and in so thinking they have taken into careful consideration several matters, principal among which was the fact that the United States local inspectors had no authority to designate the officers and crew of the General Slocum, or, in fact, any other steamer, under the decision rendered by the Attorney-General in the year 1903, and in fact at the present day there is no one to properly designate the number of officers and crew that steam vessels shall legally carry.

If the law had compelled the owners of the General Slocum to carry licensed mates on each of her main decks it would have been impossible for any fire to have gained such headway as to have got beyond control of her crew. The only licensed officers that the United States Government compels such vessels to carry are those connected with the engine-room and the captain and pilot, who were away up in the pilot-house, a considerable distance from where the fire broke out.

When Captain Van Schaick was notified of the fire, he saw at a glance that it was beyond the control of himself and his crew, so that he immediately instructed his pilot to beach the boat on the north side of North Brothers Island, where there were several large hospitals with numerous doctors and nurses in attendance.

His judgment in this matter could not be improved on even if he had a month to think it over and not a few seconds.

Apropos of this question, the Association has taken great interest in what was H. R. Bill No. 225, which had for its purpose the giving to the United States Local Inspectors under Statute laws the authority to designate on certificate of inspection the number and class of licensed officers and crew that any steam vessel must carry, and after spending much time on legislation, they are happy to know that this measure has been passed and will take effect July 1, 1908.

The following petition was signed by eight of the jurors who convicted Captain Van Schaick and was prepared by one of these jurors himself, named Mr. Bernard G. Gunther, who is responsible even for the wording. He states that the petition is based on memoranda made by him immediately after the trial and conviction, and that it represents accurately his feelings and opinion at that time, as it also represents them at present. Mr. Gunther also signed the petition to the President prepared by Judge Dittenhoefer, who took up the case without remuneration, and on his own initiative.

TO THE PRESIDENT OF THE UNITED STATES:

The undersigned respectfully represent that they were members of the jury that convicted William H. Van Schaick, captain of the General Slocum, on the 26th day of

January, 1905, on an indictment charging him with neglect of duty, which resulted in the loss of many lives on the burning of the steamboat.

While our verdict was based on the conclusion reached by us, that the captain was guilty of negligence, we nevertheless strongly recommend that Executive clemency be extended to him in view of the fact that on the day of the disaster he remained at his post, giving orders, until the vessel was beached, receiving burns and other injuries; that he is over seventy years of age and has had, as the evidence showed, a highly honorable and respected career; that he did not endeavor to throw off the responsibility on any other person, and is evidently suffering ill-health.

ARTHUR N. LAWRENCE, Foreman.

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BERNARD G. GUNTHER.

It seems strange, but nevertheless it is a fact, that almost the same conditions exist to-day that existed at the time the General Slocum burned up and the sad loss of life occurred. The interest taken in this case has not been at all local, but national in extent, and the American Association of Masters, Mates and Pilots truly hopes that the Executive of the United States may find it possible to pardon Captain Van Schaick, a man who, as we said before, has been unjustly punished, and who is over seventy years of age, a mental and physical wreck, caused by the suffering he endured while master of the ill-fated steamer at the time she was destroyed.

The Association feels the loss of so many lives deeply and regrets very much that it was made possible to claim that this was the fault of Captain Van Schaick. We believe that he will not live but a very short time in prison and the Association will certainly take all honorable means to have him pardoned, so that he may end his few remaining years with his family, who are longing to see him return to his little farm up in New York State.—Master, Mate and Pilot.

It is reported that a very popular member of the Atlantic Coast Seamen's Union sailing out of Boston, not very long ago went mackerel seining, to evade some of the hard times. He got close enough to a school to see them, but when the school saw him it dived and the P. M. had to live on "salt horse" for the balance of the trip.

Boston is not to have a new Immigrant station. Senator Lodge blames the failure on Representative O'Connell. Representative O'Connell blames it on Senator Lodge, and Representative Kelliher says he is not in the fight and has nothing to do with the matter. So there you are.

The amount of coal produced by the Indian mines during the year 1907, and published in the report of the Geological Survey for that year, was 9,783,250 tons.

World's Workers.

It is estimated that there are 165,000 persons in the Australian Commonwealth who are 65 years of age and over, eligible to receive Old Age pensions.

The number of British paupers relieved on one day in May in thirty-five selected urban districts corresponded to a rate of 220 per 10,000 of the estimated population.

A strike of miners at Wyalong, Australia, was ended by the employers conceding an eight hour day, bank to bank, as demanded by the men, and an increase of wages.

The Builders Laborers' unions throughout the Australian Commonwealth are taking the necessary steps to federate, and the Queensland brethren are delighted at the idea.

The men recently sent to Portland, Australia, by the Victorian Government to work in the West Portland health drainage scheme, went on strike against the sweating prices paid for piece work.

Employees engaged in the sawmill industry in Sydney, Australia, had their wages raised recently by their union, the minimum wage for laborers laid down by the Arbitration Court being 42s. per week, and for casual hands 1s. 1½d. per hour.

The New South Wales officer in charge of the Government Labor Bureau has paid a visit to Broken Hill, and reported that there are between 700 and 800 unemployed there, and men are getting into debt and risking the loss of their little homes.

A movement is on foot to alter the weekly half-holiday in Gympie, Australia, from Thursday to Saturday. It is rightly held by many that the Saturday half-holiday is much more convenient for all purposes than is the present system of a break in the middle of the week.

The net result of all the changes in British wages taking effect in May, was a decrease of £3,624 per week. The number of workpeople affected was 147,566, of whom 5,354 received advances amounting to £290 per week, and 142,212 sustained decreases amounting to £3,914 per week.

The Queensland, Australia, Railway Department is a real sweating institution so far as tie-getters are concerned. On the North Coast line the rate for sleepers was £8 10s. per hundred, but since Parliament closed the boss sweater has given instructions that from May 1 the rate is to be £7 10s.

At a meeting of the Victorian (Australia) Domestic Workers' Union, the following resolution was carried unanimously: "That this meeting enters its most emphatic protest against the misstatements made by members of a recent deputation from the hotel and restaurant-keepers regarding working hours, and begs to state that decent wages would do away with the need for the so-called tips."

The conference of representatives of the Australian Steamship Owners' Federation and Marine Engineers sitting in Melbourne, has adjourned for three months without having arrived at any definite agreement. The marine engineers are claiming not only an increase of wages, but also the right to charge overtime rates per hour for longer periods than eight hours' work while at sea. The adjournment is for the purpose of allowing information on the various matters discussed being obtained.

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F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Pacific Coast Marine.

The following changes of masters were recorded at the San Francisco Custom-house on June 24: Steamer Noyo, John Bostrom vice John Eliassen; steamer Ryder Island, Andrew Frost vice Walter Egbert; schooner Tartar, Isak Isaksen vice R. S. Schnalle.

The following changes of masters were recorded at the San Francisco Custom-house on June 22: Schooner John D. Spreckels, Charles W. Prellberg vice S. A. Kidston; steamer Bandon, H. H. Rees vice John Bash; schooner Roderick Dhu, W. Z. Harkins vice P. S. Farley.

The underwriters of San Francisco have rejected all bids for the raising of the derelict steam-schooner Minnie E. Kelton, and have directed Captain E. C. Genereaux to proceed to save her himself in the interests of the underwriters and to proceed to work at once.

Advices from Yokohama are that the barkentine Kohala was spoken on May 31 in the China Sea by a British steamer leaking and with rudder-head gone. The barkentine refused assistance and made Manila on June 6 with a cargo of poles from Eagle Harbor. The Kohala had been in a typhoon.

John Richardson was registered at the San Francisco Custom-house on June 30 as master of the steamer Sea Witch, vice W. Olsson. The following vessels were enrolled at the Custom-house on the same day: Steamer City of Panama, F. E. Frazier, master; ship William H. Smith, L. Gordon, master.

The steamer Jefferson arrived at Seattle, Wash., on June 27 from Southeastern Alaska, bringing more than \$1,000,000 in gold. Of the cargo, \$389,000 was consigned to Dexter, Horton & Co., bankers, and \$275,000 to the Canadian Bank of Commerce. There was more than \$400,000 aboard in pokes, the property of miners.

Captain A. F. Pillsbury, surveyor for the San Francisco Board of Marine Underwriters, who left for Tillamook a few days ago to inspect the wreck of the schooner Ida Schnauer, which went ashore near there recently, has reported that the vessel will be a total loss and recommends that she be abandoned.

The overdue Swedish bark Medea arrived at Greenock, Scotland, on June 25. The Medea will be remembered as the vessel which reached San Francisco last year much overdue, after passing through harrowing experiences. On the voyage just finished the Medea was out 151 days and was quoted for reinsurance at 10 per cent.

The following changes of masters were recorded at the San Francisco Custom-house on June 29: Steamer Alvira, J. Stahl, vice Charles Gustafsen; steamer Grays Harbor, Karl Kjellin, vice B. Andfinsen; bark Emily F. Whitney, N. F. D. Jorgensen, vice William J. Johnson; schooner Hunter, Charles Brown, vice Henry Levi, reported from Kodiak, Alaska.

All hope of the British ship Falklandbank ever reaching port has now been practically abandoned. She was bound for Portland, Or., for wheat, but she has failed to show up at the South American port for which she was en route when engaged to come to the Coast, and it is now believed that she foundered in a storm or was rammed and sunk in a collision.

Fast passages from the Coast to the Islands continue to be the rule. The barkentine Olympic, which arrived at Honolulu thirty hours from Hilo on Friday, June 12, made the passage from San Francisco to Hilo in ten and a half days. The Andrew Welch arrived on Friday, June 12. The Olympic spoke the schooner Spokane off Laupahoehoe on June 11 bound for Hilo.

In the admiralty suit brought by Peter Hillien, master of the ship British Yeoman, in the United States District Court, San Francisco, against 2960 tons of coal, which composed the ship's cargo, District Judge Farrington handed down a decision on July 2 giving judgment for \$17,740.68 for freight and demurrage charges, and ordering the coal sold by the United States Marshal on July 7.

The Japanese liner Tenyo Maru arrived at San Francisco on June 29 on her maiden voyage from Hongkong, via Yokohama. The new craft broke all transpacific records, making the entire passage in 27 days, 16½ hours from Hongkong, 14 days, 12¾ hours from Yokohama, and 4 days, eighteen hours, 50 minutes from Honolulu. The Tenyo Maru is the first turbine steamer on the Pacific.

The steamship Umatilla, at Seattle, Wash., on July 2 from Nome, sighted the steamer Ohio on June 20, eighty-five miles from Nome. The United States revenue-cutter Thetis was standing by the vessel. The Umatilla is the first ship of the Nome fleet to return that was not damaged by the ice. Captain Hannah declares it was the worst trip in his experience. The Umatilla brought \$125,000 in gold.

Judge DeHaven handed down an opinion in the United States District Court at San Francisco on June 27 dismissing the libel of P. A. Kesson et al, against the barkentine S. N. Castle as being without merit. The Court decided that the master of the Castle, in returning to San Francisco after having been warned off the Okhotsk Sea, instead of proceeding to Behring Sea for fish, acted within proper discretion and that therefore

the crew are not entitled to wages equal to a season's catch.

The first news from the United States revenue-cutter fleet recently dispatched to the North to guard the seal rookeries against the depredations of raiders arrived at Port Townsend, Wash., on June 21 by the schooner Commerce, which made a fast run of fourteen days from Unalaska. The Commerce brings news that the cutters Thetis, Perry, Rush and Bear had arrived prior to her sailing and had been immediately dispatched to different localities to take up patrol work. Captain Fred N. Munger, senior captain of the service, will direct the fleet from the headquarters at Unalaska.

News was brought from Australia by the Marama, at Victoria, B. C., of the narrow escape from disaster of the American ship Reuce, coal laden, from Newcastle for San Francisco, which put back to Sydney with water rising rapidly upon her pumps after being buffeted in a strong gale during which she was hove to under lower topsails. The vessel was severely strained and her cargo shifted. Her pumps kept the water down for a time, but it increased, and after some exciting experiences the vessel eventually got back to Sydney with six feet of water in her.

Bids for the purchase of the wreck of the steamship Saratoga, lying on a reef south of Busby Island, near Valdez, where she went aground on March 20, were opened by Captain S. C. Gibbs of the San Francisco Underwriters at Seattle, Wash., on June 20. He refused to state what the bids were, except that they were low in amount. It is believed that the bids were \$1250 and \$1100. The matter has been referred to San Francisco for a decision and other and more remunerative methods of disposing of the wreck may be taken, although supplies for the northern cruise are being rushed on board the Santa Cruz.

Revenue officers on duty in Behring Sea report that several Japanese sealers are already on the ground, and over thirty more are making their way up the coast. The illegal practices of these ships last season resulted in a clash between the United States officials and the illicit traders, with the result that six Japanese were killed after landing contrary to the Government regulations. The large number of Japanese craft now on their way to the sealing grounds is viewed with suspicion by the revenue officers, who expect more trouble before the summer is over. To protect United States interests four cutters are now in northern waters.

United States District Judge De Haven handed down a decision at San Francisco on June 26 in the admiralty suit of Notley Brothers against the steam-schooner Gualala, which decided that the loss of 110,930 pounds of tanbark from the schooner's cargo was not an act of God, but the result of poor stowage, and that the respondent must pay the loss, minus \$193.40, which was found to be due the claimant on the ground of matters set forth in the course of the libel. The tan bark in question was lost in a storm, and the respondents set up the defense that it was by an act of God. There was no bill of lading of the cargo, hence there was no limitation of liability of the owners of the Gualala.

United States District Judge De Haven, at San Francisco, on June 30, handed down a decision in the admiralty suit of E. W. Tucker against the steamship Buckman, awarding the libellant \$492 for the installation of petroleum burners for the furnaces, being the difference between \$540, the amount sued for, and \$50, the amount estimated by the Court, for the changes necessary in the burners. It was claimed by the owners of the Buckman that the burners failed to make steam, but it was shown that the ship was taken out on a voyage to Seattle before any test of the oil burning device had been made, and no demand had been made on the libellant for an alteration of the burners.

In the admiralty suit of George Mains and others against the whaling ship Bowhead, United States District Judge De Haven handed down a decision at San Francisco on June 30 granting libellant Woodland \$500 for damages on account of cruel treatment at the hands of the Bowhead's master, while libellants C. S. Anderson, James Belyea and James Griffith were awarded respectively \$229.64, \$357.96 and \$337.14 for their services over and above the advances made them. Woodland gets nothing for services, his account being balanced by advances and the same applies to libellants Bowen, Walker and Faber. These amounts with interest and costs are ordered paid by the Fidelity and Deposit Company of Maryland as the surety of the Bowhead for any liability against her.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½ A Lewis St., Boston, Mass.

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COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 8, 1908.

THE JOURNAL ROASTED.

When a paper has been published for nigh onto twenty-two years there is no telling into what strange hands and stranger places it may fall. A chip will drift around the world in less time than that. A few weeks ago the JOURNAL cast its bread upon the waters, so to speak, in the form of an allusion to the action of Judge Ogden, of Oakland, Cal., in sentencing a young culprit to a sea voyage, instead of to jail. Now our bread returns to us in the form of a letter to the JOURNAL, written by a master-mariner in the port of Oakland, California, U. S. A. The letter follows:

Editor Coast Seamen's Journal:

Dear Sir—

Having read in your issue of June 17 an article relating to the case of the young man, Rafael Scott, I take it upon myself as a directly interested party to reply to your criticism.

First you attack the humane interests of the probation officer in his endeavor to create a higher standard of citizenship by keeping boys out of State penitentiaries. You also deplore the fact that wayward and misguided boys are given a chance to reform, going so far as to cry out from the housetops, as it were, that this young man is to become a member of the crew of a British ship without regard to her flag or the feelings of her captain. And in attacking a gentleman of the standing of Judge Ogden; a jurist whose honesty, integrity and strength of purpose have never been questioned, you only flaunt your ignorance before an intelligent and discerning public.

The sanest, simplest way to prevent a mischievous boy from becoming a criminal is to put him to work and keep him at it. One of the surest ways to secure continuous work is to ship on a deep water vessel. That is the practical aspect of the case, but there is the humane side as well. You have evidently not considered the grief-stricken mother, glad of any avenue of escape for her boy from the stigma of being called a convict.

The persecution of this boy, or of any other boy in similar straits, is not to be expected from an organ representing labor, and supposed to stand for fairness and justice. You must know that appeals to a judge for mercy are frequently made by salt water men; generally by those who gained their experience in rounding Cape Horn in the days of wooden ships and iron men. So if a boy be advertised as you have branded this one, what chance, may I ask, is there of making seamanship an honorable calling?

I have served in almost every capacity in the deck department of steam and sailing vessels for the past fifteen years, and have personally made the appeal for this boy's release on condition that he go to sea in a deep water ship.

Yours truly,

WM. P. CANTY,

Master S. S. Catania.

Oakland, Cal., June 22, 1908.

The JOURNAL acknowledges itself duly humbled. We accept Captain Canty's rebuke of our ignorance and recognize him as the person best qualified to speak for an intelligent and discerning public. As to our attack upon the humane interests of the probation officer, our opposition to the reform of wayward and misguided boys, our persecution of the particular boy in question, and all the other odious offenses with which we are charged by Captain Canty, we plead guilty. In extenuation we can only offer the assurance that we hadn't thought of doing any of these things. Captain Canty has evidently read the JOURNAL very carefully, as such correspondents are wont to do, and with remarkable keenness of vision has discovered the thoughts of the editor, thoughts which the editor was unable to clearly express, but which are nevertheless quite clear to the omniscient Captain Canty. The master-mariner, generally speaking, is a fearsome and wondrous being; when he "writes to the papers" there is only one thing for the editor to do, namely, hunt his hole and acknowledge himself duly squelched. The JOURNAL lies down flat and begs Captain Canty to walk all over it, beseeching him at the same time to spare it a further infliction of his pen upon the ground that the Constitution prohibits cruel and unusual punishment.

We can only add that while Judge Ogden may be all that his champion says he is, as "a jurist whose honesty," etc., "have never been questioned," his action in sentencing a boy to sea instead of to jail is open to question upon grounds of justice to those already following that profession. As to the "stricken mother," we would point out to Captain Canty that that particular plea is oftener used to excuse wrong than to justify right. Of course, the grief-stricken mother is glad of any avenue of escape for her boy from the stigma of being called a convict, glad even of the alternative of having her boy called a sailor. But how about the other mothers whose boys are thus judicially classified as the fit associates of criminals? What chance, may we ask, is there of making seamanship an honorable calling if that calling is to be made a refuge for criminals and near-criminals? Whatever chance there might be in the circumstances is minimized to the disappearing point by the action of those shipmasters who openly defend, and in fact commend, the system of sentencing criminals to a voyage at sea instead of to a term in prison.

CRITICIZING THE JUDICIARY.

Opposition to the anti-Injunction proposals of the labor movement, so far as it is explained upon grounds other than those of opposition to the labor movement itself, is based upon the assumption that such proposals involve an "attack upon the integrity of the Judiciary." Several weeks ago the JOURNAL commented upon a resolution adopted by certain persons distinguished for their plutocratic tendencies, said resolution being a plea to the Republican National convention to uphold the "full Constitutional prerogatives of the Judiciary." The question as to the right of the people, or any section thereof, to criticize the Judiciary or other institution of the Government is important as involving the larger question as to the relations that properly exist between the Government and the people. Obviously, if the Government be the creation of the people it is not only the right but the duty of the latter to criticize or commend the

officials of the Government, as circumstances may require. If that right and that duty can be successfully denied, such denial carries with it a proof that the Government is no longer the servant of the people and has become its master. The question immediately at issue, i. e., the right of the people to criticize the Judiciary, is admirably elucidated by The Public, of Chicago. Nothing more to the point has appeared or is likely to appear in the near future. The Public says:

There is a disposition, perfectly human we suppose, to bow down and worship offices regardless of the occupants. The Presidency, for instance, must be respected even though this may necessitate respect for a President who is as a man contemptible. It is to the Judiciary, however, that fetishistic respect for mere office is most devoutly paid. The bench and the gown can do no wrong, though the men within the gown and upon the bench be the veriest rascals, and though they use their judicial authority infamously. That is the idea. It was so even with Tweed's judges. The cub lawyers of that day were admonished to respect Judge Barnard and Judge Cardozo, although the whole pack of respectabilities got after them with most vigorous epithets when they had become ex-Judge Barnard and ex-Judge Cardozo; and got after them, too, for the very things which they were notoriously doing before "ex" was prefixed to their titles, and while they were to be "respected out of regard for their judicial functions." It's all nonsense—paganistic nonsense, dangerous nonsense. A bench and a gown are just as good as the man who occupies the one and wears the other, and not one whit better; just as worthy of respect, and not any more so. We must respect judicial commands until regularly reversed, of course, for this is in the interest of good order. But the right to "go out under the horse-shed and swear at the judge" is inalienable and wholesome. To take it away is to give a sacrosanctity to officials, in the guise of respect for their offices, which can not but intoxicate them with a sense of immunity from criticism and tend to turn them into irresponsible autocrats. Indeed, just such a tendency has set in.

Lincoln criticized the Supreme Court for its slavery decisions, and the slave oligarchs were offended; and when Altgeld and Bryan criticized it for its plutocratic decisions, they were crucified metaphorically as blasphemers. And now we have a delectable group of plutocrats with their expert lawyers and educators demanding of the Republican convention that it affirm "confidence in the integrity and justice of the courts, State and national," and "insist that the preservation of their independence and full Constitutional prerogatives is essential to the maintenance of the American system of government." Behold the paganistic absurdity of this demand. What does it really mean to affirm confidence in the integrity and justice of courts in that wholesale way? It means nothing whatever, in any practical sense, unless it means confidence in the integrity and justice of all individual judges. And is it true that all our judges, State and national, are men of integrity and justice? No one believes it unless he is a fool. A bench to sit upon and a silk gown to wrap about him, can not work the miracle of turning a lifelong adviser and defender of corporate corruption into a man of integrity and justice. As to "the independence and full Constitutional prerogatives" of judges, by all means let them be preserved. But how can the Constitutional prerogatives of these officials be disturbed without a Constitutional amendment? And what objection is there to regulating them within the Constitution? Any disturbance of judicial powers within the Constitution is not a question to be adjudicated in court, but a political question to be discussed by the people; and so of any disturbance by amendment of the Constitution. Then what is meant by this appeal for the sacrosanctity of the bench and the gown? Is the independence of judges assailed if the people talk without limiting their functions by lawful methods, whether by Constitutional amendment or legislation within the Constitution as it exists? Then indeed is it true that Jefferson's prophecy regarding the tendency of judges to draw political power to themselves is approaching fulfillment.

The only difference between the pros and the antis on the Injunction question, in the matter of "maintaining the integrity of the courts," is one of method. The pro-Injunctionists would accomplish that object by encouraging the courts to exceed their authority, thus inviting a conflict with the people. The anti-Injunctionists, on the other hand, propose to maintain the integrity of the courts by maintaining the Constitutional limitations placed upon these bodies, which limitations must be respected if the equilibrium of our governmental system is to be maintained.

FIRST COAST SEAMEN'S UNIONS.

(Continued from Page 2.)

molder. Without doubt Roney was one of the best educated, original and resourceful men ever connected with the labor movement on the Coast. Many of the unions in San Francisco to-day owe their existence to his sacrifices and untiring efforts in behalf of the laboring class. Some day, perhaps, we may forget our petty jealousies and desires for political prominence and give full praise and honor to these old agitators, without whose work the labor movement in California would not be as it is to-day!

But to return to the Seamen's Protective Association. After Roney's election to the Assembly, he continued his work among the sailors. But the efforts of the agitators still fell on unresponsive ears. Interest waned more and more as the months passed; shipping again became active; Roney grew discouraged over the failure of his attempt at arousing the sailors to a realization of their miserable condition, and on February 3, 1882, the last meeting of the original Seamen's Protective Association was held. In July of that year, when Devereux returned from sea and found the society disbanded, he summoned up the old courage and enthusiasm, and attempted to bring it to life again, but with poor success. Meetings of a few of the old members were held at irregular intervals until the latter part of the year, but when the treasurer of the Union acknowledged the embezzlement of the funds, the announcement proved to be the last straw and the society met for the last time on the evening of November 4, 1882.

Three attempts had been made at organizing the sailors. Three failures had ensued; but each time the results appeared to be more encouraging than before. A permanent union among seafaring men was bound to come with time. It did come, being brought about sooner than most men had dared to hope, and in the most unexpected manner. The following is the story, in brief, of how it happened:

In spite of the efforts of the Seamen's Protective Association, the condition of the sailors had remained practically unchanged. Shanghaing and blood-money occurred just as frequently and exactions of the boarding-house masters were just as numerous. In addition to this, wages had reached the bottom level, having fallen to \$25 for coasting sailors and to \$20 for the deepwater men. Under such conditions it was no more than to be expected that the men should get together and talk about their miserable lot. Usually such talk in the long run amounts to nothing, but it was this time that proved to be the exception to the rule.

On the morning of March 3, 1885, Ed. Andersen, the present Treasurer of the Sailors' Union, and George Thompson, another seaman, happened to meet in a boarding-house, and naturally fell to talking about the ways of the world in general and about affairs along the water front in particular. After conversing for a few moments, both agreed that under no conditions would they ever ship again for \$25 a month. John Reade, a fellow sailor, also agreed to the same proposition, and between the three it was suggested that a strike be started among the sailors for higher wages. With this object in view, they inserted a notice in a morning paper to the effect that all the men along the water front were striking for an increase in wages. The thought of forming a union at this time had not occurred to them; they wanted more money, and having heard of laborers in other lines of industry obtaining their demands by striking, they considered that this was the only feasible thing to do under the circumstances. True, none of the three men had ever heard of a strike among the sailors on the Pacific, but the proposition appealed to them; they had nothing to lose, and there was much to be gained. With this idea before them they began to scatter the suggestion among their companions. It spread rapidly, and before evening had come, "strike talk" was rampant along the water front.

Early the next day, crews began to desert their vessels and gather in crowds along the wharves to discuss the situation. All were agreed upon one thing, and that was that by all means they must present a united front to their employers: there must be no traitors to the cause of the sailors. In the evening a meeting was held on the Howard-street wharf. After discussing the situation for some time, it was agreed to meet in Garibaldi Hall on the following evening.

During the next day (March 5) the men again made the rounds of the wharves and persuaded or compelled others to join with them in the demand for higher wages. That evening a fair-sized crowd assembled in Garibaldi Hall to listen to the speakers who had been secured for the occasion. Thompson and Andersen, as well as Rasmus Nelson, who had begun to take a most prominent part in the agitation, were members of the International Workingmen's Association, or the International, as it was called. They had become acquainted with the leaders of that movement and had asked two of them, Burnette Haskell and P. Ross Martin, to address the meeting. This they did, with the result that it was decided to meet again the next night on the water front for the purpose of organizing a union among the coasting sailors.

In this meeting, as well as in the weeks that followed, the one man who more than all others aroused the enthusiasm of the sailors and made

possible the formation of the Union was Burnette G. Haskell. Haskell was born in Sierra county, Cal., June 11, 1857, his parents being among the earliest pioneers of the State. After graduating from the public schools he was sent to college, but remained there for only a short time. He then interested himself in the study of law and was admitted to the bar in 1879. Naturally brilliant and resourceful, he rose rapidly in the profession and seemed destined to make an enviable reputation for himself. But the young man was erratic. He soon tired of the law, and when, in 1882, he was given an opportunity of taking charge of a weekly paper, he quickly assented to the proposition. As a boy he had learned the printer's trade and during the subsequent years had retained his fondness for that line of work. His uncle, a wealthy man with political aspirations, had been snubbed by the local politicians, and it was with the idea of "squaring accounts" that he gave Burnette financial backing in the undertaking. Thus it was that the latter became the editor of "Truth."

Several numbers of the paper had been issued, when one evening Haskell happened to attend a meeting of the Trades' Assembly in search of news. He sat and listened to the proceedings and finally offered to make his paper the official organ of that body. Bitter opposition was expressed among the delegates present because of the political nature of the paper, but after some discussion the offer was accepted.

At that time Haskell knew nothing whatever about trade-unionism or the labor problem. He came of wealthy and aristocratic parents and had never become interested in such matters. However, as the weeks passed he read all the available literature and in a short time became the best posted man on the labor question in the Western States. As he read and studied the situation, he became an ardent Socialist.

"Truth" suspended publication after having been issued for a few years, but by this time Haskell had become one of the foremost men in the labor movement. In 1883 he founded the Pacific Coast Division of the International Workingmen's Association and in a few months had succeeded in organizing branches of the order in all the territory west of the Rocky Mountains. The International was a workingclass movement, one of its declared objects being to assist in the formation of trade-unions among the laboring men. Consequently when Andersen, Thompson and Nelson went to the leaders of the movement and requested their aid in bringing the sailors together, it was eagerly given. From that time Haskell became the very head and shoulders of the agitation. Being a fluent and eloquent speaker and possessed of a marvelous power over his audiences, it was he who led the men in all things that followed. But his efforts did not cease with the formation of the Union. Night after night and day after day, in rain and in shine, he worked unceasingly among the men on the water front. The love of bettering the condition of his fellow man was all that spurred him on to further efforts. Some day when the history of the present Sailors' Union is written in detail, the author will, of necessity, give to this young enthusiast in the cause of labor, the greatest credit for its organization.

For some years subsequently Haskell took a most prominent part in the workingclass movement in San Francisco, and later founded the unfortunate and unsuccessful Kaweah Colony, a co-operative experiment, in Tulare county.

The memorable meeting of March 6 was held on the Folsom-street wharf. Fully three hundred men gathered in the darkness around the lumber pile, and unmindful of the rain that was falling, listened to the fiery and enthusiastic speeches of the agitators. There were no torches or lanterns to light the faces of the orators; nothing but the flickering flames of half a dozen candles, which, it is needless to say, did not long survive the falling raindrops.

Thompson, as chairman of the meeting, introduced the men as they mounted the lumber pile to address the assembled seamen. Few of the speakers were sailors; for the most part they were members of the International and the Knights of Labor, and had been more or less active in the labor movement of San Francisco for some time previously. The names of these men, to whom the Union owes its origin and to whom its affairs were entrusted for the first few years of its existence, are Burnette Haskell, P. Ross Martin, M. Schneider, S. Danielwitz and J. J. Martin. These men were Socialists. They lived, read and talked Socialism. It was their Bible and their creed, but as they harangued the men gathered there in the darkness and the rain, they talked of unionism and of organization. As they talked and urged the men to get together, the enthusiasm grew until at last it was agreed to adjourn to a neighboring lamp post and take down the names of those men who were willing to join the organization. Papers and pencils were procured and, with J. J. Martin as temporary secretary, the names of 222 sailors were enrolled. Thus it was that a start was made, that an organization was formed which in later years was to rise to a position of prominence in the labor movement, not only of California, but of the entire United States.

On the following evening the men held a meeting in Irish-American Hall, with Thompson as chairman. A committee was appointed to draft a constitution and by-laws for the association, after which 102 more names were added to the roll. (Continued on Page 10.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 6, 1908.

Regular weekly meeting was called to order at 7:30 p. m., F. H. Buryeson presiding. Secretary reported shipping dull and prospects of improvement very poor. The Quarterly Finance Committee reported having found the Union's accounts correct. A committee was elected to count the ballots cast at the semi-annual election of officers.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, June 29, 1908.

No meeting; no quorum; shipping dull; lots of men ashore.

A. E. SIMMONDS, Agent.

Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, June 29, 1908.

Shipping still very dull; prospects poor.

H. L. PETERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, June 29, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, June 28, 1908.

Shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, June 29, 1908.

Situation unchanged.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland, Or., Agency, June 29, 1908.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, June 28, 1908.

No meeting; no quorum; shipping slack; prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, June 29, 1908.

Shipping dull; prospects poor.

H. OHISEN, Agent.

P. O. Box 2380. Tel. Main 662.

Honolulu Agency, June 22, 1908.

No meeting; no quorum. Shipping and prospects poor.

ED. JOHNSON, Agent.

821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 2, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull. The Shipwreck Benefit was ordered paid to a member wrecked on the schooner Ida Schnauer. A Quarterly Finance Committee was elected.

EUGENE STEIDLE, Secretary.

Seattle Agency, June 25, 1908.

Shipping slow.

LEONARD NORKGAUER, Agent.

San Pedro Agency, June 25, 1908.

No meeting. Shipping on sailing vessels dull.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, June 29, 1908.

Situation unchanged.

WM. PENJE, Secretary.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 22, 1908.

Shipping dull.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., June 30, 1908.

Shipping fair; prospects uncertain.

WM. H. FRAZIER, Secretary.

1½A Lewis St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., June 23, 1908.

Situation unchanged.

H. P. GRIFFIN, Secretary.

42 South St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

WAGE-REDUCTION TALK.

The Cleveland Plain Dealer, in its issue of Sunday, June 28, fired the first gun of a reduction-in-wages battle between the vesselowners and the seamen. "Vessel capacity to move about 500,000 tons of ore, was tied up by freight contracts June 27 at 65 cents from the head of Lake Superior." Again: "An effort was made Friday, June 26 to make another cut in carrying charges, and an offer of 60 cents was made, but the shipper that was bidding for tonnage at that figure yesterday, decided to pay 65 cents." Again: "A lower rate than 65 cents would mean that vesselmen would have to reduce operating expenses and a CUT IN THE WAGES OF THE MEN THAT ARE EMPLOYED ON THE BOATS WOULD FOLLOW."

Here we have the whole proposition. I do not deny that a cut in carrying charges to less than 65 cents from the head of Lake Superior would be a bad bit of business for the vesselowners. But why do it? We have been given to understand that the organization of vesselowners known as the Lake Carriers' Association is a great and powerful body, working in perfect harmony. In our ignorance we believe this. Therefore, when we read such stuff as the foregoing from a paper notoriously prejudiced in favor of the vesselowners, we can only believe that a conspiracy is afoot to cut our wages. This being true, a cut of wages of seamen, cooks and firemen will be quickly followed by a cut for mates and second engineers and handy men, followed by a cut for captain and chief. What stands between? Nothing but the Lake District of the International Seamen's Union of America. As Comrade Furuseth is wont to say, the above is "a statement of facts." Now then, it is up to you, Mr. Seamen—and by seamen I mean "all who go down to the sea in ships." If you are willing to accept a reduction in wages, then do your little best to break up the Unions. If you are not, then do your best to preserve them. Don't think for a moment that you are exempt, that this does not mean you, and cannot touch you. You work for your living just the same as all the rest and YOU are the man I mean.

W. H. JENKINS.

Conneaut, O.

STEEL LIGHTER FOR GARY.

The Great Lakes Towing Company's lighter Newman, which has been operated in the rivers for a number of years, will be stationed at Gary this season. The Newman will leave for the new Lake Michigan ore receiving port the latter part of the week in tow of the tug A. C. Harding.

The towing company will operate the tugs Tomlinson and Prodigy at Gary. It is expected that a large amount of ore will be received at Gary during the balance of the season and the lighter was sent there to take care of vessels that may get into trouble going to the new port. The Great Lakes Towing Company will have two lighters on Lake Michigan this season. The Wayne, which was fitted out here, is at South Chicago.

WARNING TO MASTERS.

A circular letter has been issued by Major Fitch warning masters of vessels using the dredged channels in Duluth-Superior harbor that infractions of the rules and regulations regarding speed in the channels, bridge draws, and when passing dredges and other floating plants engaged in Government work, will be punished by heavy fines when reported.

He says that the vesselmen and shipping agents all express themselves as anxious to see the rules obeyed, and when they are remonstrated with promise to notify the masters to observe the same, but it all seems to stop right there and the ships sail on as usual.

Rule No. 4 prescribes that vessels shall pass ordinary bridges at a speed of not more than six miles per hour unless in windy weather, when a speed will be allowed so as to maintain steerage way. Rule No. 1 says that all vessels exceeding 200 tons' burden shall slow down in the dredged channels to eight miles an hour. Rule No. 6 says that a vessel passing a dredge or other floating plant, when so signaled, shall not exceed four miles an hour when within 300 feet and shall not exceed six miles when within 600 feet. These rules apply to all craft over 200 tons and the penalty for disregarding is a fine of \$500 or imprisonment for six months.

MANY VESSELS ARE IDLE.

President William Livingstone, of the Lake Carriers' Association, says that not more than 40 per cent of the total tonnage of the Lake Carriers' Association is under way at present. "I estimate," said Mr. Livingstone, "that we are fully 10,000,000 tons behind the ore shipments of 1907 to date."

"There has been some improvement during the past few weeks, but no conservative person would undertake to definitely estimate the future business. I do not think anyone would be so optimistic as to place the total ore shipments for the present season at 25,000,000 tons. Last year they totaled 41,000,000." Mr. Livingstone said further that there can be no marked change in the ore shipping situation until the steel mills at Lake Erie ports start up.

There is great complaint in the United Kingdom of lack of employment in the shipyards. In January there were launched in the shipbuilding yards of Scotland 14 vessels of a total of 2,792 tons. In the corresponding month last year the tonnage was 35,909. The number launched this year in January was the smallest in many years.

The steamer Hoover and Mason, steered (?) by two steamboat mates, went ashore at Duluth, and was released by two tugs. She then crawled to the Soo and rammed the Howard L. Shaw.

Two more Steamboat Inspectors have been appointed for Grand Haven, making four in all at that port.

Demand the union label on all products.

SEIZED LAND AT SOO.

Acting under the orders of the Secretary of War, Colonel C. M. Townsend, United States District Engineer, stationed at Detroit, has seized Island No. 5 in the rapids of the St. Mary's River. The Secretary of War acted on the advice of the Department of Justice.

The island up to the time of the seizure belonged or was supposed to belong to the Clergue Company of the Soo. The course of the new Davis lock at the Soo practically takes in the entire island, which has an area of over two acres. Already work has been begun on excavating the island.

The Pittsburg Steamship Company is soon to offer the hull of the steamer Lafayette for sale. The sale will not take place, it is expected, until the last of the machinery has been removed, and this is now in progress. The hull consists of 150 feet of the after part of the ship, and it would make a first rate drydock for tugs and other small craft. A sale will also be made of the scrap iron from the forward part of the boat, which is at Encampment Island, where the Lafayette was wrecked two years ago. That part of the hull which is intact is at the Superior shipyard.

RAISING SUNKEN STEAMER.

Marine men are watching with much interest the attempt to raise the sunken steamer State of Michigan, which is now in progress at White Lake, a few miles north of Muskegon. The Staud Canalon Salvage Company, whose general offices are in Chicago, with working headquarters at White Hall, Mich., are doing the work. To raise the vessel huge, hollow steel cylinders, thirty-two feet in length and fourteen feet in diameter are being used. The cylinders will be sunk beside the wreck and attached to it by cables, air or some light gas will then be forced into the canals until they become buoyant enough to lift the sunken boat. The work of attaching canals to the wreck is now being done, and it is expected the steamer, which has been lying at the bottom for the past five years, will be afloat before long.

The State of Michigan is a wooden vessel with a gross tonnage of 736 tons, measuring 165 by 29 feet. She was owned by the Barry Line when she sank off White Lake harbor. She lies in fifty feet of water.

The big steamer W. R. Rogers, one of the 605-footers of the Mills fleet, had a comparatively easy time of it getting through the Superior avenue (Cleveland) viaduct recently, considering that she is the biggest ship that ever attempted to get through there. Traffic on the viaduct was delayed not over ten minutes, for when the boat was partly through the bridge was swung between her spars so as to let the traffic use the draw. It took about ten minutes more to get the entire boat free of the bridge.

Captain Peter Lynch, the harbor master, is greatly opposed to allowing such big ships to pass through the viaduct. She was drawing nineteen feet on going out, loaded with coal.

TRUE SIGNIFICANCE OF LIBERTY.

One of the most eloquent passages in the English language by the late Henry George, is to be found in "Progress and Poverty," as follows:

We honor Liberty in name and in form. We set up her statues and sound her praises. But we have not fully trusted her and with our growth so grow her demands. She will have no half service! Liberty! It is a word to conjure with, not to vex the ear in empty boastings. For liberty means justice, and justice is the natural law—the law of health and symmetry and strength, of fraternity and co-operation.

They who look upon Liberty as having accomplished her mission when she has abolished hereditary privileges and given men the ballot, who think of her as having no further relations to the everyday affairs of life, have not seen her real grandeur—to them the poets who have sung of her must seem rhapsodists, and her martyrs fools! As the sun is the lord of life, as well as of light; as his beams not merely pierce the clouds, but support all growth, supply all motion, and call forth from what would otherwise be a cold and inert mass, all the infinite diversities of being and beauty, so is liberty to mankind. It is not for an abstraction that men have toiled and died; that in every age the witnesses of Liberty have stood forth, and the martyrs of Liberty have suffered.

We speak of Liberty as one thing, and of virtue, wealth, knowledge, invention, National strength and National independence as other things. But, of all these, Liberty is the source, the mother, the necessary condition. She is to virtue what light is to color; to wealth what sunshine is to grain; to knowledge what eyes are to sight. She is the genius of invention, the brawn of National strength, the spirit of National independence. Where Liberty rises, there virtue grows, wealth increases, knowledge expands, invention multiplies human powers, and in strength and spirit the freer nation rises among her neighbors as Saul amid his brethren—taller and fairer. Where Liberty sinks, there virtue fades, wealth diminishes, knowledge is forgotten, invention ceases and empires once mighty in arms and arts become a helpless prey to freer barbarians!

Only in broken gleams and partial light has the sun of Liberty yet beamed among men, but all progress hath she called forth.

Liberty came to a race of slaves crouching under Egyptian whips, and led them forth from the House of Bondage. She hardened them in the desert and made of them a race of conquerors. The free spirit of the Mosaic law took their thinkers up to heights where they beheld the unity of God, and inspired their poets with strains that yet phrase the highest exaltations of thought. Liberty dawned on the Phœnician Coast, and ships passed the Pillars of Hercules to ply the unknown sea. She shed a partial light on Greece, and marble grew to shapes of ideal beauty, words became the instruments of subtlest thought, and against the scanty militia of free cities the countless hosts of the Great King broke like surges against the rock. She cast her beams on the four-acre farms of Italian husbandmen and born of her strength a power came forth that conquered the world. They glinted from shields of German warriors, and Augustus wept his legions. Out of the night

that followed her eclipse, her slanting rays fell again on free cities, and learning revived, modern civilization began, a new world was unveiled; and as Liberty grew, so grew art, wealth, power, knowledge and refinement. In the history of every nation we may read the same truth. It was the strength born of Magna Charta that won Crecy and Agincourt. It was the revival of Liberty from the despotism of the Tudors that glorified the Elizabethan age. It was the spirit that brought a crowned tyrant to the block that planted here the seed of a mighty tree. It was the energy of ancient freedom that the moment it had gained unity, made Spain the mightiest power of the world, only to fall to the lowest depth of weakness when tyranny succeeded liberty. See, in France, all intellectual vigor dying under the tyranny of the Seventeenth Century to revive in splendor as Liberty awoke in the Eighteenth, and on the enfranchisement of French peasants in the Great Revolution, basing the wonderful strength that has in our time defied defeat.

Shall we not trust her?

In our time, as in times before, creep on the insidious forces that, producing inequality, destroy Liberty. On the horizon the clouds begin to lower. Liberty calls to us again! We must follow her further; we must trust her fully. Either we must wholly accept her or she will not stay. It is not enough that men should vote; it is not enough that they should be theoretically equal before law. They must have liberty to avail themselves of the opportunities and means of life; they must stand on equal terms with reference to the bounty of nature. Either this, or Liberty withdraws her light! Either this, or darkness comes on, and the very forces that progress has evolved turn to powers that work destruction. This is the universal law. This is the lesson of the centuries. Unless its foundations be laid in justice, the social structure can not stand.

THE "AMERICAN INFLUENCE."

Though the cotton mills of Hungary are small, the labor question with them is already a vital one. Labor throughout Hungary is beginning to organize, and there are an increasing number of strikes. The strikes have ceased to be simply for shorter hours and higher pay, but have become an instrument in the fight for political power by the labor unions. The walking delegate is in course of development, and in nearly all cases one of the main demands of the strikers is the recognition of the union. They also demand that any foreman obnoxious to a majority of the workers be discharged, that the plant be shut down on May 1, "Labor Day," and also on special occasions when the unions desire to make political demonstrations. The employers call the spread of the union system the "American influence," and are very much opposed to it. The Department of Commerce, in its inspectors' reports, advised the manufacturers to organize to meet the workmen's organizations, and this is now being done in all branches. Some of these organizations extend throughout the country, so that in case of lockouts the laborers can not obtain work at any mill in Hungary.

The steamer E. Y. Townsend recently brought 11,500 tons of ore from Superior to Cleveland.

HOISTERS AND ENGINEERS.

The hoisters and engineers at Ashtabula have decided to accept the dock company's terms and resume work. Ashtabula has not, up to June 29, received a pound of ore. The boys there made a good fight for their Union.

The 550-foot bulk freighter Daniel B. Meacham, built at the Ecorse yards of the Great Lakes Engineering Company for the Frontier Steamship Company, of North Tonawanda, was successfully launched at Detroit on June 25.

Demand the union label on all products.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
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Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Greer Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

GERMANY'S ECONOMIC STRENGTH.

Baron Speck von Sternburg, German Ambassador to the United States, delivered an address on Washington's Birthday before the Chamber of Commerce at Tampa, Fla., on "Germany's Economic Strength."

His country was "poor" no longer, he said. "The economic condition of a country which was able at the present day to support 62,000,000 people on the same territory—that is, 21,000,000 more than in 1816—and to dispose of annual increase of almost a million souls without being deranged could not be said to be 'poor'; on the contrary, it must be affluent, and, furthermore, its prosperity must be erected upon so sound a basis that it amply assures increasing productiveness."

He puts the national wealth of Germany at \$59,000,000,000 and the national income at more than \$7,000,000,000. The real basis of prosperity was the energetic exploitation of Germany's traffic possibilities, and primarily of the possibilities of production afforded by national conditions. The Ambassador further said in part:

"The situation relative to the world's traffic on the high seas is sufficiently favorable to greatly further and advance German economic conditions, if the proper amount of labor and capital is expended. The German merchantman fleet has increased its net volume from 1.07 million tons in 1875 to 2.6 million tons in 1907. In round figures, 2.1 million tons of these are steamship tonnage—about eleven times the amount of 1875. Great Britain only outstrips these figures, taking the vessels for transatlantic traffic as a basis. Germany's traffic on the ocean is outranked only by the British and North American. Hamburg harbor has a foreign traffic amounting to 9,500,000 tons net in round figures and ranks with the most important of the world."

"Railroad traffic has taken full advantage of the great natural adaptability of the country. At the end of 1905 there were 54,000 kilometers of regular gauge railway track—ten times as much as in 1848—and an additional 2059 kilometers of narrow-gauge track and 8252 of branch railway track. Germany is outrun only by Belgium and Great Britain in regard to the number of locomotives, passenger and freight cars, as compared to lengths of track."

"The number of postoffices and the extent of her postal traffic have grown enormously and take second rank in the world. Her telegraph and telephone systems have also been rapidly and efficiently developed. The statistics confirm this. The climate and the soil are so constituted that the Germans harvest nothing without an expenditure of effort, but the returns from their labor are good, and partly even rich. Only 9.3 per cent of Germany's area is unproductive soil. Of the productive land almost half is arable. The land is not poor in minerals. Useful earths and minerals are found in many places; coal, iron ore, copper, lead and zinc ore, rock salt, potassic salt, brine are found so plentifully as to lay the foundation for many non-agricultural industries dependent upon the earth's productivity."

"With few exceptions," he said, "a conspicuous and permanent progress was perceptible in every direction. Manufacturing had prospered. Almost four and a half times as many manufactured goods were exported

as in 1872. In 1872, of the goods exported one-half were manufactured goods; now two-thirds are manufactured goods."

"Approximately four-fifths of the output was disposed of in the internal markets. Consequently the German economic system ranks among the most efficient of the world agriculturally as well as industrially. It was in splendid condition, and its prosperity rested upon healthy and sound foundations."

Sir Robert Hart, inspector-general of the customs of China, has been granted a leave of absence for two years, though dispatches say that he is not expected to return to China. He has served the Chinese Government in charge of its customs for fifty years, and previous to that time he was for four years in the British consular service in China. Sir Robert Bredon, who was his assistant, becomes his successor.

A report from Calcutta says that the Government of India has been notified by the Canadian Government that during the continuance of the present conditions of the "labor market" in that country immigrants shall be prohibited from landing, unless they come from their country of birth or citizenship by continuous journey and on through tickets purchased before starting.

The cotton spinners of the Manchester (Eng.) district who have been threatening to strike recently submitted proposals to their employers under which the best workers would secure a wage varying from \$5 to \$6 a week. The employers did not accept the proposals, and at the last account negotiations were still in progress.

FIRST COAST SEAMEN'S UNIONS.

(Continued from Page 7.)

The organization temporarily adopted the name of "The Coasting Sailors' Protective Association," but this was later changed to "The Coast Seamen's Union of the Pacific Coast." Resolutions were also adopted thanking the members of the International for their assistance in the formation of the association.

The Union spread most rapidly among the sailors. All seemed eager to join the new movement. At the meeting of March 9 there were over 700 names on the roll. Seventeen days after its inception (March 23) it was said to have had over 1000 members. Such growth is unprecedented in the history of the labor movement on the Coast.

On March 11 the Union was permanently organized by the adoption of a constitution and by-laws, and by the election of the following officers: President, George Thompson; First Vice-President, Ed Andersen; Secretary, Rasmus Nelson. It was at this meeting, also, that the following five members of the International were appointed as an Advisory Committee to act as treasurer for the organization and to assist and advise the association in all its affairs: Haskell, P. Ross Martin, Schneider, Danielwitz and J. J. Martin.

The strike was still being waged. A few ships had granted the demands of the sailors, and it was with the hope of making the strike more effective that the water front was divided into six sections and a patrolman assigned to each. The strike lasted for some time and finally resulted in a large number of the shipowners raising the wages of the men to \$30 per month.

At this point we must leave our story. The remaining years of the Union's activity, the story of its trials and troubles, of its victories and accomplishments, makes a far more interesting tale than that which has gone before. It is a tale of things that have been accomplished, of hours that have been shortened, of legislation that has been obtained. It is a story into which are woven the names of some of the best men the labor movement of San Francisco has ever known, men who became the leaders in the subsequent unbuilding of trade-unionism on the Pacific Coast. The story of these things, however, must be left to another who has been at work upon this subject for some time and who is far more capable of doing justice to its importance than is the present writer. Let us hope for the early appearance of that "History of the Sailors' Union of the Pacific."

IRA CROSS.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
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ANTWERP DIAMOND INDUSTRY.

Nearly one-half of the 4,500 to 5,000 diamond cutters of Antwerp were thrown out of work through the failure of orders from the United States on account of the financial crisis. The diamond trade of that city is one of the most important and valuable of Belgium. It is certainly the most exclusive trade in the world, and attempts are made on the part of cleavers, cutters and polishers not to allow any outsider to become apprenticed, and in fact the decision on the part of the diamond manufacturers to introduce apprentices, owing to a lack of skilled labor, brought about a very serious strike two years ago.

About five years before this strike took place the men of the Diamond Cutters' Union succeeded in obtaining a promise from the employers that for five years no apprentices should be employed in the diamond factories and that the only new workmen should be those proposed by the union, and these were to be for the most part members of the diamond cutters' families. When this term of five years came to an end the manufacturers discovered that the trade was suffering for want of sufficient workers, and they decided to employ 500 apprentices. The strike which ensued resulted in a compromise, the employers reducing the number of apprentices to 300, and granting an increase of wages and shorter hours.

Apprentices are required to take a course of one year's instruction before being entrusted with regular diamond cutting. This begins by learning the formation of a diamond, the number of facets to be cut, and the handling of the machinery. For the latter work they are given crystals to cut. When the year's instruction is over they begin to earn a wage of from \$6 to \$8 per week.

The Antwerp diamond industry comprises about 40 factories and employs 4,500 to 5,000 men. Diamond cutters are paid a wage of \$12 to \$16 per week, cleavers \$20 per week upward, while the sorters receive \$6 to \$10 per week; thus the average wages amount to \$13 to \$14 per week.

Thirty-five years ago the diamond trade was in such flourishing condition that a good cutter earned as much as from \$220 to \$250 per week. This remarkable state of things, however, attracted the attention of workers from all over the country; keen competition ensued, with the consequent diminishing of wages.

The secrecy of the art of cutting and polishing diamonds is maintained so completely that it is difficult to introduce this industry anywhere, save through Belgian or Dutch emigrating cutters. Thus some of the Antwerp manufacturers have emigrated to the United States, where they now supply a good part of the demand for diamonds in that country from works they have established there. A similar attempt has been made in London, where there are from 200 to 300 cutters.

The famous Cullinan diamond given to King Edward VII by the Transvaal Colonial Government as a birthday present can not be cut in England and will be sent to either Amsterdam or Antwerp, where it will take at the very least six months to perform the work. The fact that Antwerp is noted for the cutting of large diamonds and that Amsterdam makes a specialty of small stones indicates that the Cullinan

diamond will probably come here, although nothing definite has been decided.

The diamond-cutting industry is divided into three distinct heads, viz: Cleaving (which is now beginning to be called sawing, on account of a new machine recently invented for the purpose), rough cutting (known as brutage), and final cutting and polishing. The first process is that of cutting a large rough stone from the mine into smaller ones, but this is avoided as much as possible, unless the manufacturer knows that the smaller stones will realize a bigger price than would the one large one. Cleaving is also resorted to on those stones whose surface is too rough to enter upon the process of brutage. It follows, therefore, that the cleaving is not resorted to in all cases, a majority of the stones being at once submitted to brutage.

In cleaving or sawing, the rough stone is placed in a metal receptacle with the side to be cleft downward, when a mold is placed over it into the top of which liquid aluminum is poured. This takes the shape of the mold and, after cooling, firmly secures the stone in its position, the mold being then removed. The cutting tool is a circular saw, about 4½ inches in diameter, made of soft copper, the edge of which is prepared with diamond dust and oil. The rough stone is then set with a slight pressure against the side of the saw, and remains in that position frequently as long as two weeks, according to the degree of resistance of the crystal. To superintend this operation the diamond cleaver has to be a man of long experience and natural skill.

Some manufacturers cut the products of cleavings into layers as thin as a heavy sheet of paper, and from these layers are cut what is known to the trade as the Antwerp rose, a specialty of this market. The circular saw, with its special apparatus for holding the diamond, was invented in the United States by a Belgian working there at the time.

Rough cutting or brutage is a process which might be termed that of "diamond cut diamond." Two stones of similar size and degree of hardness are fitted into metal caps with cement. One of these caps is fitted to a rotary machine, of which the stone forms the center. The other cap is fitted to a long handle, and the cutter places this against the revolving stone, which is the first one to become smooth. Then the diamond held by the cutter is in turn put in the rotary machine, etc. The diamond dust produced by the rubbing of the stones together is carefully preserved and used with a mixture of oil on the final polishing disks as well as on the blade of the circular saw.

For final cutting and polishing the product of the brutage is set in position at the exact angle, either in a copper holder, into which it is firmly fixed by means of a clamp or held in position by a mold of lead, which has been heated for the purpose. For this work great skill is required on the part of the cutter, as many stones of one-eighth of an inch and less in diameter and weighing between 1 and 2 grains have as many as from 50 to 100 cut faces. When the stone is properly held by the clamp or mold it is pressed by the weight of the same against a revolving disk of soft steel, rotating horizontally at the rate of 3,000 revolutions per minute. The disk is covered with a film of diamond dust and olive oil. After this fin-

ishing process the diamond is marketable.

Owing to the peculiar conditions of this trade, it is impossible to give correct statistics, as the custom house at Antwerp has little control over exportations, the greater part of which are sent by post. Almost three-fourths of the world's production of diamonds are bought by the people of the United States. The declared value of these gems, covered by invoices presented at the American consulate-general at Antwerp during the year 1907, amounted to \$5,230,519 for cut diamonds and \$1,053,057 for rough stones. The bulk of this business was done during the first nine months of the year, as there were practically no diamonds sold to the United States in the Antwerp market during November and December, owing to the financial crisis. What an instantaneous effect financial slumps will have on the selling of luxuries may be seen from the falling off in the demand for diamonds on American account, as shown in recent statistics from New York, according to which the cut diamonds imported amounted in November to a value of only \$593,000, as compared with \$781,000 in October, \$1,311,000 in September, \$2,300,000 in August, and \$2,674,000 in July, the uncut products showing a similarly heavy shrinkage.

While the general business depression lasts the diamond trade will also suffer, but it is remarkable that while many commodities have fallen in price, and some of them enormously so, the price of diamonds, which are mere luxuries, has remained firm. This is easily accounted for if it be true that the powerful competitors in the diamond fields of South Africa have effected an agreement for a term of years, subject to a semi-annual revision, as regards the price and quality of stones to be taken over by the diamond syndicate at London. These are now said to be restricting the output, and consequently keeping the prices as high and as firm as possible. As long as all the mines are practically owned or controlled by this combination, forming one of the most powerful monopolies in the world, there is but little prospect of a reduction of prices in the diamond market.

TRADE WITH TERRITORIES.

The trade of the United States with Porto Rico, Alaska, the Hawaiian Islands, the Philippine Islands, the Midway Islands, Guam, and Tutuila, known as non-contiguous territories, in 1907 aggregated \$147,000,000. The exports from the United States aggregated \$70,000,000 in value, and the imports from those territories were of the value of \$90,000,000, including \$12,000,000 in gold from Alaska. The exports included \$11,000,000 worth sent to the Philippine Islands, \$16,000,000 worth to the Hawaiian Islands, \$17,500,000 to Alaska, and \$25,000,000 to Porto Rico. Of the \$78,000,000 worth of merchandise received from those territories \$11,000,000 worth was from Alaska, \$12,000,000 worth from the Philippines, \$23,000,000 from Porto Rico, and \$32,000,000 from Hawaii.

Considerable numbers of miners have arrived in Milan from the Mediterranean and southern provinces, where they were out of work on account of the shutting down of the copper mines at Montecatini and elsewhere.

Home News.

Residents of Denver, Col., on June 27, celebrated the fiftieth anniversary of the first settlement of that city by the Green Russel party.

Walter Wilkins and Albert Baker, negroes, were lynched by a mob of 1000 persons on the eastern outskirts of Waycross, Ga., on June 27 for assaulting a white girl.

Hereafter all flags made for the use of the Government will contain forty-six stars, to conform in number to the States. The additional star follows the admission of Oklahoma.

The trade mark and copyright treaty between the United States and Japan has been sent to Tokio and will be submitted to the Emperor without delay and afterward to the Privy Council.

That Louisiana shall be a high license State for the next two years was finally decided by the State Assembly on June 30, when the Senate passed the Shattuck-Gay liquor bill by a vote of 29 to 4.

The Interstate Commerce Commission has issued an order extending until October the use of tariffs containing long and short haul clauses, maximum rules and alternative rate or fare provisions.

Ferdinand Dudenheifer, formerly State Tax Collector of New Orleans, was found guilty in the criminal District Court at that place on June 30 of embezzling about \$66,000 of State funds. Sentence was deferred.

Walter J. Bartnett, President of the wrecked California Safe Deposit and Trust Company, of San Francisco, was sentenced on July 1 to ten years' imprisonment in San Quentin prison for embezzling the Colton securities.

The recount of ballots for Mayor of Greater New York was ended on June 30 in favor of the incumbent, George B. McClellan. Hearst gained comparatively few votes in the recount, leaving McClellan with a plurality of 2965.

Acting Secretary of State Adee and M. Godoy, the Mexican Charge, have exchanged ratifications of a general arbitration treaty. The treaty is similar in provisions to those between the United States and various European governments.

Seattle (Wash.) Japanese have decided to withdraw their children from the public schools because, as was alleged at a meeting of the Japanese Association of the State of Washington, held on June 29, the education given is not satisfactory to them.

The new Equitable Life building in New York City will have sixty-two stories and be 900 feet above the curb, 209 feet higher than the Metropolitan tower with its forty-six stories. The flagpole will run up 150 feet higher. This immense skyscraper will cost \$10,000,000.

The Treasury statement of Government receipts and expenditures shows that for the fiscal year just ended the total receipts are \$599,895,763, and the expenditures \$659,552,124, leaving the deficit for the year \$59,656,361, as against a surplus one year ago of \$86,945,542.

According to reports received from Mexico, W. F. Walker, a bank cashier, who absconded from New Britain, Conn., with \$565,000 has been denied a writ of habeas corpus by the Supreme Court of Mexico. It is presumed that as soon as the papers are returned from the City of Mexico the prisoner will be sent north to San Diego, to be taken hence to Connecticut to stand trial.

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HALF YEARLY REPORT of the SAN FRANCISCO SAVINGS UNION

Northwest Corner California and Montgomery Streets.

SWORN STATEMENT

of the condition and value of its

ASSETS AND LIABILITIES

at the close of business

JUNE 30, 1908

ASSETS.

Loans secured by first lien on real estate wholly within the State of California	\$14,334,938.97
Loans secured by pledge and hypothecation of approved bonds and stocks	1,212,974.40
Bonds of the municipalities and school districts of the State of California, railroad bonds and bonds and stocks of local corporations, the value of which is.	9,458,019.95
Bank Premises	150,000.00
Other Real Estate in the State of California	581,696.09
Furniture and Fixtures	2,000.00
Cash in Vault and in Bank	1,769,220.66
Total Assets	\$27,508,850.07

LIABILITIES.

Due Depositors	\$25,321,986.66
Capital paid up	1,000,000.00
Reserve and Contingent Funds	1,183,632.43
General Tax Account, Balance Undisbursed	3,230.98
Total Liabilities	\$27,508,850.07

San Francisco, July 1, 1908.

(Signed) E. B. POND, President.

(Signed) LOVELL WHITE, Cashier.

State of California,

City and County of San Francisco, ss.

We do solemnly swear that we have (and each of us has) a personal knowledge of the matters contained in the foregoing report, and that every allegation, statement, matter and thing therein contained is true, to the best of our knowledge and belief.

(Signed) E. B. POND.

(Signed) LOVELL WHITE.

Subscribed and sworn to before me, this 1st day of July, 1908.

(Signed) FRANK L. OWEN.

Notary Public in and for the City and County of San Francisco, State of California.

For the half year ending June 30, 1908, a dividend has been declared at the rates per annum of four and one-quarter (4¼) per cent on term deposits and four (4) per cent on ordinary deposits, free of taxes, payable on and after Wednesday, July 1, 1908. Depositors are entitled to draw their dividends at any time during the succeeding half year. A dividend not drawn will be added to the deposit account, becomes a part thereof and earns dividend from July 1st. Money deposited at any time commences to earn dividend thirty days thereafter.

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Andersen, A. E.	Laatz, L.
Anderson, A. P.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Leishman, James
Andreasen, O. L.	Lektonen, W.
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Atkinson, S.	Lind, H. E.
Bateman, S. J.-1207	Lindroos, Chas.
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Baarsen, Carl	Lohne, Evan
Bertelsen, Alf.	Lowe, M.
Berg, H. M.	Levenson, Olaf
Bernsen, Carl Theo.	Locke, H.
Eergren, Gustaf	Lubeck, R. A.
Benson, John	Magers, P. M.
Blanca, F.	Martinsen, Christ.
Birkelund, R.	Martin, Geo.
Blomquist, B.	McAdam, J.
Blomqvist, H.	McKerron, W.
Bowling, Thos.	McCallick, W.
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Brand, P.	Morris, O. R.
Burke, James	Myren, A.
Buckman, F.	Nass, Karl
Campbell, Albert	Nielsen, W.
Case, H. P.	Nielsen, N.
Carlsen, Harry	Noshls, P.
Christoffersen, John	Nordenberg, J.
Clark, S. D.	Nierse, U. S.
Clingberger, John	Olsen, W.
Coffman, M.	Olsen, H.-959
Cori, V.	Olsen, Johan
Colby, E. E.	Olsen, Otto
Curran, N.	Olsen, O. B.
Devanna, Dan	Owens, J. H.
Derrick, Geo.	Paln, W.
Dowling, S. G.	Petersen, Olavus
Drager, Otto	Petersen, Eric
Edwards, E. M.-149	Pel, J. Van
Eliaasen, H. I.	Peningrud, L.
Erikson, P.	Petersen, Melr
Eskelsen, N. P.	Petersen, Oscar
Eskola, H.	Persson, H.-1230
Evensen, E.	Pederson, K.-930
Eversen, Olaf	Picard, F.
Targusen, Julius	Pietanza, A.
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Gabrielson, G.	Rogeness, A.
Gronlund, O.	Saari, K. G.
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Gudmundsen, J.	Scott, E. G.
Gunnarson, Geo.	Silvertsen, S. B.
Hansen, J. M.	Smevig, J. J.
Haakonsen, H.	Southerland, A.
Hansen, O. Th.	Sorensen, W.
Hansen, Mike	Soriano, A.
Hixon, J. W.	Soderlund, J. O.
Hjelkrem, T.	Sorensen, Hans
Hoigaard, T. S.	Stein, Albert
Hagan, eBn	Steen, Ivar
Iversen, I.	Stuhr, H. M.
Ingebretsen, C.-69	Swanson, G. F.
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Jacobson, H. J.	Sweeney, S. B.
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Johnson, Gunder	Thompson, C.-720
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Christensen, P.
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Eriksson, E. J.
Eissing, Bernard
Gunther, Richard
Frederickson, J. -580
Hampe, Johannes
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Jensen, Hans, -1826
Jensen, Peter

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Martin, John B.
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Oswald, T.
Peterson, J. A.
Pettersen, John
Peterson, M., -908
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SMOKERSSee that this label (in light blue)
appears on the box from which
you are served.**INFORMATION WANTED.**Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.Ole J. Andersen, or Danielsen, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.Theodore Hansen, a native of Ger-
many, last heard of two years ago at
San Francisco, is inquired for. Ad-
dress, Coast Seamen's Journal.George R. O'Connor, who arrived at
San Francisco in January, 1908, on the
steamer Olson & Mahony, is inquired
for. Address, Coast Seamen's Journal.**News from Abroad.**The Russ, at one time the leading
Liberal newspaper of Russia, has sus-
pended publication on account of
financial difficulties.The central business quarter of
Frederikstad, Norway, was gutted by
fire on June 27. The damage is esti-
mated at \$560,000.William Waldorf Astor has given
\$5000 to assist the British School at
Athens in carrying on its excavations
in Laconia, Greece.The French Government has asked
Parliament to authorize a credit of
\$80,000, to meet the expenses of Pres-
ident Fallieres' visit to Russia and
other foreign countries.The Spanish steamer La Rache, be-
longing to the Transatlantic Com-
pany, struck a rock off Corunna on
June 24 and was wrecked. Sixty
passengers were drowned.The Financial Commission of the
Russian Council of the Empire has
passed the budget of the Ministry of
Marine, amounting to \$42,500,000, to
lay down four battleships this year.According to a telegram from Glas-
gow, Scotland, the International As-
sociation of Tubemakers has dis-
solved. The association included
American, British, French and Ger-
man manufacturers.A special dispatch from Tabriz says
that after three days' sanguinary fight-
ing the constitutional party at that
place has yielded and sought the par-
don of the Shah through the inter-
mediation of the Russian Consul.The French Senate on June 25, by
a vote of 128 to 125, decided to sup-
port the Government and take im-
mediate action on the proposal to
take over and nationalize the West-
ern Railroad.A dispatch received at Berlin from
Windhook, Damaraland, German
Southwest Africa, says that a diamond
field, the extent of which is nearly ten
square miles, has been discovered at
Luderitz Bay.A dispatch from Rome says that all
the French Deputies and Senators
who voted for the Separation law have
been excommunicated latae senten-
tiae, and that the French bishops
must refuse them Christian burial un-
less they repent before they die.The Venezuelan Court of Cassation
has confirmed the decision of the civil
courts of first instance, condemning
the New York and Bermudez Asphalt
Company to pay a fine of \$5,000,000
to the Venezuelan Government. No
appeal from this last judgment is pos-
sible.A man and woman have been con-
demned to death at Warsaw on the
charge of being implicated in a re-
cent attempt to kill General Skallon,
Governor-General of Warsaw. Seven-
teen death sentences were announced
on June 21 from other towns and
cities in Russia.The Westinghouse electric interests
in Germany have formed a combina-
tion with the Bergmann Electric Com-
pany of Berlin, whereby the Berg-
manns will install the Westinghouse
electric traction systems in that coun-
try. The sum of \$125,000,000 has been
appropriated to begin the work.The mobilization of all British war-
ships in home waters available for im-
mediate service was completed on
June 30 for the annual naval maneu-
vers. Admiral Lord Charles Beresford
is thus placed in supreme command of
a total of not less than 301 ships, with
an aggregate complement of 68,000
officers and men.

Labor News.

Several departments of the Schenberger plant of the American Steel and Wire Company, at Pittsburg, Pa., resumed operations on June 29, affording employment to 1500 men.

Coupled with the announcement that thousands of men would go back to work on July 1, plans were launched in Chicago for the organization of a branch of the "National Prosperity League."

Three thousand Southern Pacific mechanics were suddenly forced out of employment in California by the complete closing down on June 30 of the general railway shops at Sacramento and Los Angeles.

The Idaho State Board of Pardons on July 1 commuted the sentence of Harry Orchard, who was under sentence to hang on the 3d for the murder of former Governor Frank Steunenberg, to imprisonment for life.

Hereafter the State of Pennsylvania will receive applications from the unemployed and endeavor to put them to work, under a plan evolved by John L. Rockey, chief of the State Bureau of Industrial Statistics.

A pitched battle took place on June 29 between striking shopmen employed by the St. Louis and Iron Mountain Railway Company and Italian strike-breakers at Van Buren, Ark., in which two of the latter were shot and seriously wounded.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during May, 1908, was 227, an increase of 5 as compared with the previous month, but a decrease of 4 as compared with May, 1907.

Railroad managers and officials of the Freight Handlers' Union, of Chicago, Ill., are making active preparations for a strike. Hundreds of laborers have been hired at the various freight houses and are being held in readiness by the roads to pick up trucks should the union men decide to walk out.

July 1 has been termed "re-employment day," because thousands resumed work after an idleness of many weeks. The "prosperity movement" is being backed by hundreds of big manufacturers upon the assumption that renewed prosperity is sweeping over the country after the financial depression of the winter.

Among the largest corporations to make July 1 "re-employment day" is the Illinois Central Railroad. After an idleness of eight months 5500 men were put back to work in the Illinois Central shops. Other large railroads are making additions to their working forces, so that practically all railroad help of the country will shortly be back at work.

The National convention of the Socialist Labor party, at New York on July 5, nominated Martin R. Preston, of Nevada, and Donald Munroe, of Virginia, as President and Vice-President, respectively. Preston is serving a twenty-years' sentence in Nevada for murdering a restaurant-keeper during a dispute between the "I. W. W." and the mine owners.

The Southern Pacific Railroad shops at Sacramento, Cal., reopened on July 6, and instead of working five days a week, the force will work six days in every department. Twenty-five per cent of the men who were on the payroll at the time of the lay-off on June 26, will not be taken back, and this affects 550 men of the 2200 employed.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aassen, Alfred
Adama, D. J.
Ahloff, W.
Amundsen, P.
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Haggstrom, K. H.
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Johnson, J.
Kellinger, A.
Long, Chas.
Lersten, J.

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about 47, natives of Halmstad, Swe-
den, last heard from at San Francisco
16 years ago, are inquired for by their
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avenue, San Francisco.Olaf Olsen Lund and P. S. Peder-
sen are inquired for by Capt. L. Lar-
sen of the bark Kong Sverre. Ad-
dress, Capt. L. Larsen, care Messrs.
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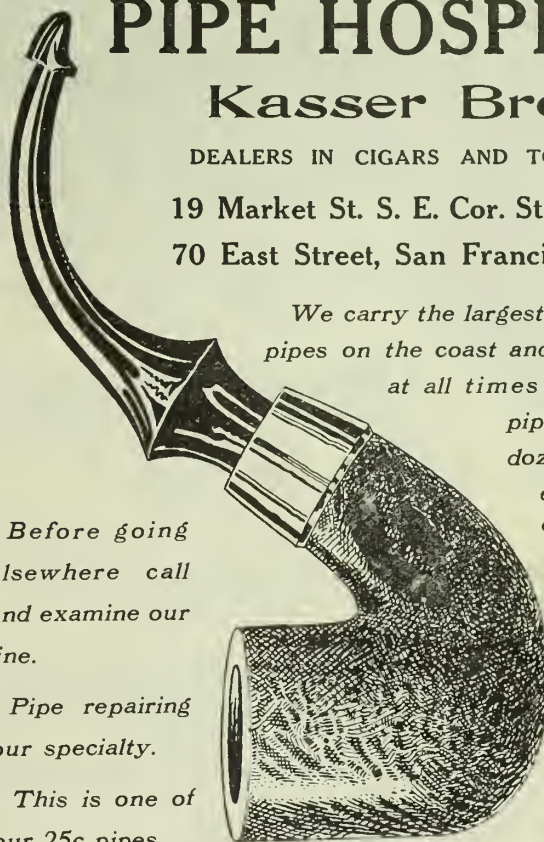
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ALL UNION HATS**Domestic and Naval.**Oil-burning boilers are to be in-
stalled on the ten torpedo-boat de-
stroyers recently authorized by Con-
gress.Eugene G. Ryan, paymaster of the
Pacific fleet, has been acquitted by a
court-martial of the charge of drunk-
enness on duty. He has been restored
to duty.Investigation showed that a new
kind of fireworks shipped from Ger-
many as merchandise probably caused
the explosion in the hold of the steam-
ship Arcadia at Philadelphia, Pa., on
June 20.President Roosevelt on July 3 ap-
proved the finding of the court-mar-
tial in the case of Lieutenant-Com-
mander Robert H. Osborn, United
States Navy, that he be dismissed
from the service.At the Navy Department it was
recently stated that work on the new
battleship Florida probably would be
begun the latter part of July. The
Department has issued specifications
for the purchase of material.Judge Hough, in the United States
Circuit Court, at New York on June
22, decided that the Secretary of Com-
merce and Labor had the right to fine
steamship companies which bring to
this country aliens afflicted with dan-
gerous diseases.In an order which is one of the
most sweeping ever issued at the
Brooklyn (N. Y.) Navy Yard, all of-
ficers and men employed in the con-
struction of the new 20,000-ton battle-
ship are forbidden to give out any
information to the newspapers or to
the public.Rear-Admiral Charles M. Thomas,
U. S. N., retired, died suddenly at
Del Monte, Cal., on July 3, aged 62
years. Admiral Thomas succeeded
Admiral Evans in command of the
Atlantic Fleet upon its arrival at San
Francisco and was retired a few
weeks ago.The big steamer Lapland was
launched from the Harland & Wolff
yards at Belfast, Ireland, on June 27,
to be used in the Red Star Line's ser-
vice between Antwerp and New York.
The new liner is the largest afloat
under the Belgian flag. She is 620
feet long, of 18,000 tons register and
will have accommodations for 760
cabin and 1700 steerage passengers.Passengers on the Cunard liner
Lusitania on her last voyage having
read various accounts of the discom-
forts on the ship caused by the vibra-
tion incident to great speed, at a
meeting held on June 21, adopted a
series of resolutions, denying these re-
ports, which were sent to the officers
of the Cunard Company as well as
cabled to New York.The question whether Louisiana
shall grant what in effect is a State
Ship Subsidy will be acted upon by
the Assembly this week. The object
of the grant will be a quasi-public
steamship company, organized to con-
serve to the Mississippi Valley States
in general and to Louisiana in par-
ticular the advantage to be derived
from the Panama Canal, the corpora-
tion to be free of taxation until 1923.The steamship Colon, of the Pana-
ma Railroad and Steamship Com-
pany's fleet, now undergoing exten-
sive repairs at Cramps, will be ready
for service about the middle of July.
She is in dry dock. When she leaves
the Panama will come from New
York to receive a general overhauling.
Both vessels will have their passenger
accommodations very materially ex-
tended.

With the Wits.

Disappointing.—"What is the most disappointing sign you know of?"
"No game—wet grounds."—Detroit Free Press.

A bird in hand is good, but on the whole,
I'd rather have one in a casserole.
—From Life.

A Serious Loss.—"I hear young Mrs. Hasty's temper broke up her home."
"Yes, and most of the crockery."—Baltimore American.

The Part He Took.—She "Will you take part in our theatricals?"
He—"Really I should like to. What shall I take?"
She—"Tickets."—Philadelphia Inquirer.

The Limit.—Burton—"Mean man, isn't he?"
Robinson—"Mean? He's capable of going into a barber's shop for a shave and then getting his hair cut just to keep other people waiting."

Hard Lines.—Hostess—"Why didn't you bring Captain Splasher with you?"
Captain Bolson—"Duty, Mrs. Clutterbuck. We couldn't both get away, so we tossed up for it."
Hostess—"And you won?"
Captain Bolson—"No, I lost."—Exchange.

Getting Along.—Miss Goodley—"Miss Hussie goes in for everything. She's constantly doing something."
Miss Knox—"Yes, but the one thing she is doing most steadily she won't admit."
Miss Goodley—"What's that?"
Miss Knox—"Growing older."—Catholic Standard and Times.

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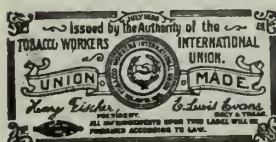
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 43.

SAN FRANCISCO, WEDNESDAY, JULY 15, 1908.

Whole No. 1073.

CONGRESSIONAL PERFDY.

IN REFERRING to the action of the Republican National convention on the Injunction question, the Journal, in its issue of June 24, quoted a statement made to the press by President Gompers outlining the views of organized labor on the Republican Anti-Injunction plank. Following is the full text of President Gompers' statement, as published in the current issue of the American Federationist:

So Congress has adjourned; it has turned a deaf ear to labor's appeal for relief from the most tyrannous and intolerable situation in which the workers have been placed in a century. The protest which the great conference of the officers and other representatives of the laborers' and farmers' organizations presented to Congress has been ignored, so contemptuously ignored that even those of them who were primarily responsible for the course pursued, themselves were astonished at their own audacity, so brazen was their conduct.

Due to thousands of letters, resolutions, and protests which were sent by workmen and their friends throughout the country to their Senators and Representatives in Congress, supplemented by the officers and legislative committee of organized labor, insisting that legislation should be enacted to relieve the toilers from cruel injustice, a number of Republican members of the House of Representatives insisted upon and secured a conference to consider the advisability of passing some labor measures.

The conference lasted two evenings and far into the nights. The discussions were bitter and acrimonious. Cannon, Dalzell, Payne, Littlefield, Sherman, Jenkins and others represented, not the interests of the people, but the interests and policies of the Parry-Post-Van Cleave outfit.

The proposition pledging the majority to the enactment of legislation went by the board and the conference adjourned without action.

Under the decision of the Supreme Court the labor organizations of the country are now regarded as trusts, combinations and conspiracies in restraint of trade. They are subject to the provisions of the Sherman Anti-Trust law, a law never intended to apply to organizations of men and women who have nothing to sell but their power to labor, and yet these voluntary associations and their members may be subject to suits involving threefold damages, fines to the sum of \$5000 or imprisonment for one year, or both such fine and imprisonment, at the discretion of the court.

Labor asked Congress for an amendment to the Anti-Trust law that shall accord to the toilers the right to organize, to unitedly protect their personal freedom. The party in power responsible for legislation, or its failure, point-blank refused to grant the relief desired or any relief at all.

The abuse of the beneficent writ of injunction was presented not only to past Congresses, but

to the consideration of the one just adjourned. Labor did not and does not ask for special privileges, nor, as some mischievously and untruthfully assert, does it ask or expect to become "a privileged class of wrongdoers." In labor's bill on injunctions we would re-establish the fundamental principles upon which the equity power of the courts is based.

The writ of injunction was intended to be exercised for the protection of property rights and property rights only; it was never intended to either protect or curtail personal rights, personal freedom.

Labor insists, and has the right to demand, that workmen shall have the full guaranty of equality before the law, to be regarded and treated as every other citizen of our common country and to have equally the guarantees of constitutional, statutory, and natural rights applied to all; not one process of law to one class of citizens and another wholly unwarrantable process to workmen, and not even to workmen unless they are engaged in a dispute with their employers. Even this modicum of justice which labor asked at the hands of Congress was completely and without ceremony refused.

Congress, like the courts, was not unwilling to guarantee to the workers academic "rights" which are of little or no value, but refused the slightest favorable consideration to secure the important rights which the toilers demand and which are so essential to their protection, advancement and welfare. Indeed, any legislation involving the restoration to the workers of personal liberty, of human freedom, the right of the worker's ownership of himself—these were flagrantly, totally, and contemptuously disregarded.

We have said that the majority party in Congress is responsible for legislation or failure of legislation. That this position is undisputed, we quote the statements of the responsible leaders in the House of Representatives.

The majority leader on the floor of the House, Mr. Payne, of New York, on May 9, 1908, declared: "We are doing this business; we are legislating; we are responsible for what we do, and we are responsible for what we do not do, and we propose to assume the responsibility for it from beginning to end."

Representative Dalzell, of Pennsylvania, a member of the Committee on Rules, another Republican leader, on April 3, 1908, said in the House: "I think we will be able to demonstrate from this time out, not only that the minority shall not enact legislation, but that the legislation of the majority shall be such as the majority desires to pass in its own way, and in its own time."

On April 8 Representative Sherman, of New York, another leader of the House and a member of the Committee on Rules, stated that "the Republican party in this House, the Republican party in this nation, is prepared to-day to accept full responsibility, not only for everything that is done, but for that which is not done in the way of legislation and administration."

The majority in Congress evidently differed from Lincoln, for they evidently believed that they can fool all the people all the time, and that by gilding the chains which have been riveted upon labor, they would be the less galling. The workmen of our country are by the Constitution, by every precept and principle of our

institutions, sovereign citizens of our republic. They insist upon their fundamental right of equality before the law. They will be content with nothing less.

The authorized representatives of the wage-earners of our country presented a protest to Congress against the wrongs which they have to endure, asking some of the rights and relief to which they are justly entitled, and urged that for every wrong for which redress was sought, or a right to which they aspire, would be equally shared by all the workers, and by all the people.

And so the majority of the members of Congress, those responsible for legislation or its failure, have turned a deaf ear to both the appeal and the protest which labor presented.

The workers came to the majority leaders in Congress not as political partisans, whether Republican, Democratic, or other, but as representatives of the wage-earners, whose rights, interests and welfare have been jeopardized on the one hand and flagrantly and woefully disregarded and neglected on the other.

The psychological moment has arrived for a total change of governmental policy toward the workers.

None can expect that the toilers will complacently accept the concept that they are a servile class and will submit to treatment at the hands of society less favorable than is accorded to citizens in other walks of life.

To permit such a condition to be perpetuated would be the inauguration of a servile class, a condition repugnant to the very theory and possible existence of a free people, destructive to human liberty—to republican institutions.

There is impending a great campaign—a campaign and election for members of Congress as well as the Presidency of the United States, and other executive, legislative and judicial offices.

No man aspiring to any of these positions can evade his responsibility in this crucial hour.

Men must take their position plainly and absolutely and be clear-cut upon their attitude toward the demands which labor makes for justice and right—not for some indefinite time in the future, but now. And this, too, regardless of whom the men may be, to which office they aspire, or to which party they may owe allegiance. Unless they stand true, they must not expect anything, but what they gave and give, persistent and constant opposition.

Property rights must be maintained, but prior to and far beyond the rights of property must come the rights of man.

The workers, the liberty-loving public, will stand faithfully by our friends and elect them. They will oppose their enemies and defeat them, whether these aspirants for office be candidates for the Presidency, for Congress, or for other offices within the gift of the people.

The workers have pleaded, appealed and besought the powers responsible, but all in vain. Labor will take no fair weather promises as a substitute for performances.

The time is ripe, the hour has come, the work is imminent and must be done now.

Those who will not recognize human rights, human freedom, above the rights of property, must go before the hosts of living, human, breathing men, who demand their fullest rights under the Republic of Washington, Jefferson, and Lincoln.

IN EXTREMIS.

In the fall of 1879 I was a patient in the United States Marine Hospital in the port of New York, suffering with a fractured forearm and sundry contusions received in a fall from aloft in the bark *Hesperides*. At that time the marine hospital had been temporarily established by the authorities in an abandoned military barrack on Bedloe's Island, a small, grassy islet in the upper bay of New York harbor, distant about two miles from the Battery, and so named from Jack Bedloe, a notorious pirate, who was hanged there some time in the '40s. The name has since been changed to Liberty Island, from the fact that the statue of the Goddess of Liberty, presented to this country by the French Republic in 1887, is erected thereon.

It was the season of "Indian summer," when all nature seems to get its second wind, and defiantly snaps its fingers at grim winter icily looming in the distance, each waning day seeing his murky shadow creeping a little nearer. The cool, calm evenings, with their glorious sunsets rainbow-tinting, the fleecy, low-scudding clouds in the west, were especially delightful, infusing a note of harmony, peace and beauty into everything, which made weary souls rejoice that the world was so fair to look upon, and to dwell in. Even the sick and the dying felt the blessed, peaceful spell which Mother Earth was weaving around her children, and were all the better for it.

A wide, spacious veranda extended all around the improvised hospital, nee soldiers' barrack. Here those patients who were able to get about were wont to assemble after supper for a smoke and social interchange of views, and to listen to the weird yarns which the gloaming somehow always brings out from the reminiscent mind of an old sailor. As usually happens where any considerable number of men possessing different temperaments and ideals foregather day after day, insensibly little coteries began to form themselves, each group by tacit consent of the rest staking out for its own exclusive use some particular spot along the veranda. Birds of a feather will flock together, and this little trait of human nature is mainly responsible for the fact that the practice of democracy so seldom accords with its theory.

Among the various patients I was early attracted by the personality of one James Boyle. He was apparently about fifty-five or sixty years of age, of pure Saxon type; tall and broad-shouldered, with steely-blue eyes; and a wealth of reddish-blond hair and beard, slightly tinged with gray. He must have been a rather handsome man when young; but his excessively emaciated form, hollow, hectic-looking cheeks, and the preternatural brilliancy of his eyes, now unmistakably proclaimed him to be in the last stage of that dread scourge of our denatured civilization, consumption. For, it may as well be explained in passing, this was several years before the Government established the present sanitarium for consumptive seamen at Fort Stanton, N. M., and before the wisdom of segregating consumptives had been generally conceded by the medical profession.

There was an unobtrusive air of good breeding and refinement about Boyle which often set me speculating on his probable

antecedents. He never spoke about himself or his friends, if he had any; but from a casual remark he made while answering some questions put to him by the house-surgeon I gathered the impression that he had served in the Navy during the Civil War in some official capacity. But beyond this single admission he vouchsafed no information whatever about his past life, save such general incidents as come within the purview of every sailor's experience. He was well read, of philosophical bent, and an entertaining talker on all those subjects which men possessing speculative minds delight to discuss. And so it was not long before we became fast friends, despite the disparity in our ages. Usually, however, he would saunter off by himself to the far end of the veranda, and sit there for hours gazing silently out over the water at the great, busy city in front of him, so suggestive of all those things which the heart of a lonely, dying man would naturally crave for.

As the days went by I watched him grow feebler and feebler, though his mind still retained its natural vigor and clearness. One beautiful, sunny October afternoon I found him seated in his accustomed place on the veranda, looking more than usually wan and wasted. Something was evidently troubling his mind, for he was twiddling his fingers in a forlorn sort of way. Thinking to comfort him with my presence I sat down beside him, without, however, saying anything. There are moments in a man's life when silence is more expressive of sympathy than words could ever be. By and by he looked up and said, dejectedly:

"It will soon be all over now with me. Ah, well; so be it."

Again he lapsed into silence. I was just on the point of saying something to distract his thoughts from the subject which seemingly engrossed them, when, with unexpected energy, he raised his hand and pointed to a gnarled, mossy oak-tree standing some fifty yards, or so, away from us.

"Do you see that long, thick limb growing in this direction?" he asked. "Well, it is just thirty-two years ago to-day since Jack Bedloe was strung up to that limb."

I was all attention by this time.

"Poor Jack!" he went on, as if talking to himself. "It seems like Nemesis that I must die here where he died—and," with a glance toward the city, "so near to where she—"

He checked himself abruptly and cast a furtive look at me. I affected not to have heard anything out of the ordinary, and he continued:

"I may as well tell you the story. Confession is good for the soul, they say. Besides, it can do no harm now that my days are numbered. I know that you will judge me charitably, for you are not cast in the narrow mold that fits so many self-styled 'Christians.' And yet, it has weighed heavily on my conscience all these years; and I am not sure but that I could face death with a little more composure were this one blot expunged from my life's record. However, you shall judge for yourself."

For a full minute he looked at the tree, as if to get the exact color for the tale he was about to unfold, and then began:

"About thirty-seven years ago, when I was only a youngster of twenty-one, I was a law-clerk in Baltimore, with good pros-

pects of advancement in my chosen profession. Something—it doesn't matter what—happened which upset every plan I had made for a bright and useful future. Like many a better man before me I sought to drown my troubles in drink. I had been on a debauch several days when, one evening, I found myself on Thames street, where, then as now, most of the crimping dens were located. In my memory there is a complete blank as to the events of that night, but when I regained my senses the next morning I was half-way down Chesapeake Bay, lying in a bunk in the fore-castle of the barkentine *C. V. Chase*, a coffee-trader bound to Rio de Janeiro. In short, I had been shanghaied; as no doubt you have already inferred.

"I will not weary you—sicken you, rather—with the details of the life I was forced to lead on that accursed ship. You know the reputation of the 'Rio-packets' sailing out of Baltimore; that they are the worst of all the hell-ships that disgrace the American flag. Well, they are not one whit worse now than they were then; and the *C. V. Chase* was no exception to the rule. Indeed, she was known to sailors as 'Chase's floating shambles,' and enjoyed the unenviable distinction of having had more men killed on board of her than any other 'Rio-packet.'

"She carried five hands before the mast, three in the mate's watch and two in the second mate's. I was in the mate's watch. My watch-mates were Johnson, a Finn, and Jack Turner, an American. Turner was a stocky-built, black-bearded man, of forbidding appearance, and my senior by some twelve or fifteen years. He had sailed a good deal in Western Ocean packetships, and, like most 'packet-rats,' thought little or nothing of snuffing out a human life when his evil passions were once roused. He had all the virtues of his class, however. He was a fighter to the core, as game as a pebble, and would stick to a shipmate to the last ditch in any difficulty. With a different environment and under more propitious influences he might have lived to be an honor to his kind. As a sailorman he was easily the first onboard of the *Chase*.

"Captain Holmes, the skipper, was the most profane and blaspheming man I have ever known. There was a yarn about him relating how at one time, when he had been becalmed for over two weeks, he threw an old Bible violently against the flapping belly of the mainsail, raised his clenched fist to the sky, and howled: 'Give us a breeze, you mouldy-headed, old ——— I'll find the canvas, damn ———.' He walked with a sort of hop-skip-and-jump stride. It was said he had been ham-strung by some sailor with a handy sheath-knife. His favorite diversions were shooting at passing birds and harassing the man at the wheel.

"He was ably seconded in everything by his factotum and poodle, Jerome, the second mate, a French Canadian. Jerome was only an ordinary sort of bucko. That is, he was a cringing cur to his superiors in command, a blustering bully to his subordinates, and a whole-souled poltroon at heart. He was only dangerous by reason of his position.

"But the mate was a different proposition. He was a fiend incarnate if ever there was

(Continued on Page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

COAST CONDITIONS COMPARED.

The conditions existing on the Atlantic Coast to-day, as compared with the "hard times" of 1893, show very vividly that wages are higher to-day and freights a great deal lower. From records in the United States Shipping Commissioner's office, and in the office of the Coastwise Transportation Company, we find that in 1893 wages were \$20 per month for sailors, and freights were from 75 cents to 93 cents per ton. The schooners Mount Hope and Sagamore were each chartered to run from Philadelphia to New Bedford, at from 75 cents to 93 cents per ton, with five days to load and discharge. The sailors received \$20 per month, with second mate and engineer receiving \$35 per month.

Recently the Mount Hope was chartered to go to Norfolk, Va., and back to Providence, Boston, or Portland, for 50 cents per ton, the sailors receiving \$25 per month, and the second mate and engineer receiving each \$40 per month. This is only one instance of the numerous that might be quoted, of the extremely low freights at present, and also the scarcity of charters.

But why go all over this again, it is a fact, nevertheless, that the present conditions do exist, and we must meet them like MEN, and not compare yesterday with to-day, "comparisons are odious." It should be the aim of every member to stick together, and advise each other, so that each may receive the "well done" of his fellow-members.

NORFOLK TO SAN FRANCISCO.

The decision of the Supreme Court in the Minnesota case has worked to encourage railroad construction. One school of politicians bewails the decision for what they say is an assault on States' rights, and another school applauds it for what they call its denial of a State the right to confiscate the property of a citizen.

This country is in sore need of tens of thousands of miles of additional railroad trackage, and the most eminent authority in the land asserts that the roads now in existence require \$5,000,000,000 cash for improvements; but who is going to invest money in a railroad for a lot of politicians to regulate, even to the extent of making freight and passenger rates?

Of the billions that have been put into American railroads the last three-score years, perhaps 50 per cent of the gross amount was a total loss. There are railroads in this country that have undergone the process of "reorganization" time and again, each reorganization resulting in a cancellation of a part of the capital stock, and sometimes the absolute extinction of it. Most of such instances resulted from the construction of long lines of road in sparsely settled communities that could not furnish business sufficient to pay operating expenses. In such cases there was nothing for the company to do but to make a progress through a court of bankruptcy.

There is one thing this people has to learn, and that is that money invested in a railroad should have the same protection that is accorded money invested in a farm. There is not a railroad in the land that is not doing

infinitely more good than hurt, and any legislation that works to cripple a road so that it is unable to earn fixed charges, dividends and surplus for improvements is as foolish as it is rascally.

It has been long projected to construct a railroad from the mouth of the Ohio River to the mouth of the James. It would penetrate a section deplorably deficient in transportation facilities and unsurpassed in agricultural, mining and timber resources. But who would put his money in such an enterprise for three several State Legislatures to amuse themselves with?

Since the decision in the Minnesota case, however, the project to construct the road from Cairo to Norfolk has been revived. It is said that one of the great trunk systems extending from the Mississippi to the Pacific is behind it, with a view to operating a line from Hampton Roads to the Golden Gate.

It would be a fine thing if Southern Legislatures would do one-half as much to encourage railroad construction as they have been doing to make more difficult the material development of the Southern section. —Washington Post.

NEW SIX-MASTER.

The new six-masted schooner Edward J. Lawrence, the latest addition to the coasting fleet of fore-and-afters, reached Boston May 21 on her maiden trip from Norfolk. The Edward J. Lawrence was launched from the yard of Percy & Small at Bath on April 2 for the J. S. Winslow Company of Portland, being the fifth six-masted schooner constructed at that yard. She is 320.2 feet in length, 50 feet beam, and 23.9 feet deep and of 3500 tons gross. In her equipment is one of the largest Hyde windlass outfits, also two power boats, one 27 feet long, fitted with a ten horse-power engine.

The equipment also includes two patent stockless anchors, each weighing about 8700 pounds. The cost of building the vessel was nearly \$200,000, and she is the third largest six-master afloat, the next being the Eleanor A. Percy, of 3401 gross tons, and the largest the William L. Douglas, owned by the Coastwise Transportation Company of this city, of 3708 tons gross. Captain W. R. Kerger, formerly of the Alice M. Lawrence, has charge of the new vessel.

Comrade Furuseth arrived in Christiansand, Norway, on June 7, and reports having a fine passage over. What he would call a fine passage many of the other passengers would likely call a rough one. Comrade Furuseth also reports that employment in the marine trades is medium, with wages for sailors and firemen about the same, there is a small Firemen's Union, but no sailors' or cooks' organization. He was to hold a mass meeting for seamen on June 9. Furuseth is always on the job for organizing where there is any opportunity, and it is the one best bet that the Norsemen that are fortunate enough to be there will learn something from the representative of the International Seamen's Union.

Demand the union label on all products.

STRIKE OF CHINESE CREW.

During the last trip of the steamer Lillie to Mobile, a rather novel incident took place, namely, a strike among the Chinese firemen and sailors. They not only struck for higher wages than the white men asked, but succeeded in getting them. The Lillie has been trading out of this country for some years and is well known to the seamen of the Gulf as a Chinese ship, as she always carries a crew of that nationality.

It happened that the two years' contract of this particular crew expired, and the ship having still another trip to make before going North, the master was in a serious predicament, as the crew refused to sail for another trip, and according to the laws of the United States he could not land them in this country, knowing also that it would be impossible to get a white crew out of Mobile to sail even as far as Philadelphia, where a new crew of Chinese awaited him. At last in despair he asked the Chinamen what they would take the ship around for, and when the sailors demanded \$2 per day, and the firemen \$2.50 a day the captain was forced to pay the increase asked. Consequently the Lillie left Mobile with the highest-paid crew on the Gulf.

The shipowners who employ Chinese crews may be up against a serious proposition if the Orientals get into the habit of doing things of this kind, and may yet come to the conclusion that, after all, the reliable white seamen are the most economical in the end.

We are in receipt of copies of the "Faklen," the seamen's journal of Denmark; "le Travailleur de la Mer," official organ of the French Maritime Workers; "Der Seemann," official organ of the German Seamen's Union, "De Nederlandsche Zeeman," official organ of the Dutch Seamen's Union, each giving very clear accounts of the conditions on the Lakes, and warning men to stay by their vessels when arriving at American ports, and, should they leave, to report at once at one of the several union halls on the Coast.

This shows that we are gradually drawing closer and closer together with our European comrades, and slowly but surely welding the chain that will eventually encircle the world — "the Brotherhood of the Sea."

Comrade Furuseth, who is now in Europe, will undoubtedly while over there, forge three or four links of this chain.

For several years there has been an absolute free transfer of books between the Atlantic locals of the International Seamen's Union of America and all the European seamen's unions.

The Eastern Trading Company, as agents of the Automatic Telephone Construction Company, have installed an experimental exchange, with fifteen phones, in Shanghai. Efforts are being made to introduce the system in the main Chinese cities.

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World's Workers.

The British House of Commons on July 9 passed the third reading of the Old-Age Pension bill.

Industrial unity has taken root in Warwick, Australia, and the shop assistants are about to form themselves into a union.

There is a gradual lowering of wages in some of the Charters Towers (Australia) mines. Where men were formerly paid 10s. per day, many are now only getting 9s. and 9s. 6d.

An unusual increase in the number of Chinese seamen shipped in British vessels, at ports in the United Kingdom, is causing much indignation among unemployed British seamen.

The Acting-Premier of South Australia, A. A. Kirpatrick, who is a member of the Typographical Union, marched with his society in the ranks of the Melbourne Eight Hour demonstration.

The New South Wales Typographical Association has decided to appoint an organizer for twelve months at an estimated cost of £200; the organizer to receive £156, plus commission on his collections.

The New Zealand Government is about to establish a State registry office for females, and the fleeing harpies who conduct the private offices are denouncing the Government for attempting to thus protect the girls.

Returns received from certain selected British ports (at which about 83 per cent of the total tonnage in the foreign trade is entered and cleared) show that during May 40,979 seamen, of whom 4,371 (or 10.7 per cent) were foreigners, were shipped on foreign-going vessels during May.

The coal miners' strike at Blackball, New Zealand, notwithstanding the threats of legal proceedings against the miners, and the other unions that assisted them financially, has been settled. The directors of the company have agreed to reinstate the seven men originally discharged, and concede half an hour's crib time.

The total number of cases of poisoning and of anthrax reported to the British Home Office during May was 72, consisting of 58 cases of lead poisoning, 5 of arsenic poisoning, and 9 of anthrax. In addition to the above, 13 cases of lead poisoning (none of which were fatal) were reported during May among house painters and plumbers.

The changes in hours of British labor taking effect in May affected 683 workpeople, whose aggregate working time was reduced by 1,408 hours per week. The total number of workpeople reported as affected by changes in hours of labor in the five months ended May 31, 1908, was 6,005, the net decrease in their working hours being 9,655 per week.

Judge Heydon, of the New South Wales Arbitration Court, recently gave the following definition of a living wage: "Clearly it is meant, more than enough to live on. It meant at least enough for a man to marry and live with his wife and family in a degree of comfort. In the case of a woman it meant enough to enable her to live singly according to the same standard. The living wage should rise or fall as good or bad times depressed or raised the style of living. When general conditions and the particular industry in which the employe belonged were prosperous the living wage should be more liberally construed."

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F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Pacific Coast Marine.

Charles E. Close was registered at the San Francisco Custom-house on July 9 as master of the steamer Capistrano, vice A. Peterson.

The United States battleship fleet sailed from San Francisco on July 7 for Honolulu, T. H., Australia and Oriental ports, en route to the Atlantic Coast.

P. L. Cherry, British Vice-Consul at Astoria, Or., for the past twenty-five years, died suddenly of heart failure, on July 9. He was a native of England, about 70 years of age.

The steamship Ohio, which has been due at Nome for weeks, is safe, but is still fast in the ice not far from that city, according to a cablegram received at Seattle, Wash., on July 9.

As a direct outcome of the series of misadventures met by the Nome fleet this season, the steamships Yucatan and Victoria are to have wireless telegraph apparatus installed at once.

Thirty-five men of the crew of the whaler William Bayliss, crushed in the ice off the Gulf of Anadir on the Siberian coast on May 15 reached Seattle, Wash., on July 2 by the steamship Umattilla.

Harry W. Crosby was recorded at the San Francisco Custom-house on July 7, as master of the steamer Sentinel, vice Nahan Fay. The steamer Point Arena, K. Johnson, master, was enrolled on the same day.

Moore & Root's Iron Works filed a libel in the United States District Court at San Francisco on July 8 against the steamer F. A. Kilburn to recover \$1429.44 for repairs while the steamer was in San Francisco harbor.

H. Anderson filed a libel in the United States District Court at San Francisco on June 29 against the sloop yacht Badly Used, alleging that November 18, 1897, repairs were made on the yacht, aggregating \$518.05, and not paid for.

The old Pacific Mail liner City of Panama was recently towed to Mission-street wharf, San Francisco, to go on the Coos Bay, Astoria and Portland run, taking the place of the steamer Breakwater, which is due for an overhauling.

Owing to an accident to the ship carrying certain apparatus to Nome, the completion of the chain of Army wireless stations in Alaska will be postponed for one year. These stations are being installed and operated by the signal corps.

Stephen Fahey, a fireman on board the steamship President, was fatally injured in one of the side bunkers of that vessel at Seattle, Wash., on June 27, and died early the following morning in Providence Hospital. Fahey was 29 years of age.

The first log raft to leave Astoria this season started in tow of the tug Dauntless for San Diego. The raft is 720 feet long and contains 1,000,000 feet of lumber. The tow between Astoria and San Diego will probably take eighteen days.

The Union Iron Works, of San Francisco, has made the lowest bid for overhauling the United States Army transport Sherman, and will no doubt be awarded the contract. The Sherman will undergo repairs probably occupying three or four months.

An appeal to the Consul-General of Japan in Ottawa has been made by the Japanese residents of Vancouver, B. C., who allege discrimination against them because of the refusal of the Provincial authorities to issue boat-pullers' licenses on the Fraser River to any but British subjects.

Advices were received at San Francisco on July 2 announcing the safe arrival at Nome of the steamer W. S. Porter, which for the last week or more had been despaired of. The W. S. Porter sailed from Monterey on June 4 for the North with a cargo of 50,000 barrels of oil.

The following changes of masters were registered at the San Francisco Custom-house on July 8: Steamer Defiance, John T. Traft vice John Olsson; schooner Undine, Christian Johnson vice Charles V. Johnson; schooner Melvina, Jorgen H. Jorgensen vice Nels Magnuson; steamer Jessie Matsen, Paul Pohl vice William Meins, master.

Following is the reinsurance list, as posted at San Francisco on July 10: American ship Bangalore, 261 days from Norfolk for Honolulu, 30 per cent; bark Ester, 218 days from Amsterdam for Macassar, 15 per cent; bark Carned Llewellyn, 143 days from Caleta Buena for Falmouth, 40 per cent; bark Lady Wolseley, 155 days from Astoria for Queenstown, 8 per cent.

With her port quarter rail carried away, the steam-schooner Saginaw, Captain Stream, which collided with the three-masted schooner Zampa in a dense fog off San Pedro on July 3, arrived at San Francisco on the 5th, came into port, and after taking fuel, departed for the North. The Saginaw received damages estimated at \$100, while those of the Zampa will come to about \$1000.

Through an invention whereby compressed air is forced into canvas bags inserted in the hold of the sunken vessel, the Coast Wrecking Company of San Francisco expects to raise and save the steamer Pomona, which was sunk on a reef off Fort Ross last March. The steamer now lies on the rocks in forty-eight feet of water, her upper decks being above the water only during low tide.

The following changes of masters were recorded at the San Francisco Custom-house on July 6: Steamer Tampico, George Golightly, vice George H. Zeh; steamer Fearless, John Olsson, vice R. B. Seike; steamer Atalanta, Louis F. Nevins, vice S. P. Blumenberg; steamer Monticello, Edward P. Hansen, vice Charles Jarvis; schooner Maggie V. Hartman, Svend Hansen, vice H. Hansen.

The steamer A. G. Lindsay sailed from Seattle, Wash., on July 1 under a two-years' charter to the Alaskan Navigation Company. The Lindsay had 2000 tons of freight and carried the new Yukon steamer Julia B., just completed at the Ballard yards, and two barges of 1100 tons' capacity each. This is said to be a move by the Yukon traders which promises to bring strong competition into the interior field of Alaska.

Much anxiety is felt regarding the American bark Good News, which has taken about thirty days more than usual to make her passage. She left Wilmington, Del., in charge of Captain Ericksson, 178 days ago, bound for Puget Sound. The last heard of her was on January 22 when she left Delaware Breakwater. The Good News is a small vessel of 676 tons, and because of her dangerous cargo, powder, there are grave fears regarding her safety.

The longest passage of the year is that of the French bark Joinville, which occupied 183 days from San Francisco to the United Kingdom. Not far behind was the British ship Blackbraes, the same number of days from the same port. From Portland, Or., the slow-passage record is held by the British ship Havertree, having required 175 days to make the trip. The British ship Rojore was 178 days, but she put back to Astoria, and was delayed six weeks undergoing repairs.

Acting Secretary of Commerce and Labor William R. Wheeler on July 8 affirmed the judgment of the Inspector at San Francisco in the case of the Crowley Launch Company, charged with failure to equip their launches with the necessary life-preservers, which came before him on appeal for a reversal of decision or at least a remission of the fine, which had been fixed at \$500, the maximum under the law. Acting Secretary Wheeler decided, however, that in the case of a launch a \$200 fine would be enough, and that the larger sum would amount to confiscation.

By the arrival of of the Swiftsure, the new light vessel, at Tompkinsville, N. Y., from the builders' yards at Quincy, Mass., a unique flotilla which is to take a 15,000-mile cruise to the Pacific Coast received its latest addition. The Manzanita, a new lighthouse tender, also came in two days previously, and when two more tenders arrive the fleet will be ready to depart. Three lighthouse tenders, which are of an improved sea-going type, and the Columbia River and the Swiftsure, the two light vessels, will comprise the fleet, which will go out in command of Captain Albert Mertz, United States Navy.

Judge Sanford B. Dole, of the United States District Court at Honolulu, T. H., on July 3 decided the suit for salvage brought by the Commercial Pacific Cable Company of New York against the Pacific Mail Steamship Company. This is a claim made by the Mackay cable interests for the services of the cable-ship Restorer rendered in salvaging the steamship Manchuria when she was on the rocks off Makapuu Point on the island of Oahu, in August, 1906. The claim was for \$300,000, the largest ever made in this country by a single salvor for salvage services, and the award was \$61,219, with the costs of suit equally divided.

The quickest passage of a sailing vessel on record between the United Kingdom and Junin, Chile, was that made recently by the Norwegian ship Clyde. Leaving Cardiff, Wales, last November, the Clyde, with a cargo of coal, cleared for Taltal for orders and made the run to that port in the exceptionally fast time of seventy-six days. At Taltal Captain Tonnesen received orders to discharge at Junin, a considerable distance up the coast. Without loss of time the master shaped his course for Junin, arriving there four days later. Hundreds of sailing vessels have carried cargo to that port, but never before has one arrived in eighty days from Great Britain.

To Mariners: You will please take notice that The Pacific Telephone & Telegraph Company has installed and is maintaining between San Pedro and Terminal Island, one (1) subaqueous telephone and telegraph cable, 750 feet in length. That at said points, said company will maintain monuments indicating the place where said cable lies. Do not drop anchor at these points. San Pedro, December, 1907.

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(Continued on Page 10.)

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WEDNESDAY, JULY 15, 1908.

INJUNCTION THE MAIN ISSUE.

Whatever the immediate results of the discussion on the Injunction issue, one thing is already assured. The issue has been raised in such manner as to preclude the possibility of its being settled "until it is settled right."

The first great step, the condition precedent, has been achieved. The eye and the ear of the public have been "caught"; the public conscience may be trusted to do the rest. However the public shall judge the issue can, of course, only be conjectured; but that judgment will be rendered, and that in a manner conformable to public interest rather than to party or class bias, is a foregone conclusion.

But yesterday the voice of labor on the subject of "Government by Injunction" was as "a voice crying in the wilderness." Few outside the ranks of organized labor, and these only in academic fashion, thought or cared anything about the subject. To press and public the subject was unheard of, or heard of only to be dismissed with a jest or a sneer. Even those far-seeing representatives of the press who, with ears ever attuned to catch the slightest whisper of social unrest, heard the slogan afar off, attempted to drown the sound by a labored assumption of unconcern.

To-day the protest against "Government by Injunction" fills the air. The great political parties have taken up the cry and made of it a matter of "practical politics." By the manner of its treatment by the party conventions, as much as by its intrinsic importance, the Injunction issue has been made the great political issue of the hour. Many a candidate for office, from that of the Presidency down to that of justice of the peace, will find himself compelled to take one side or other upon that issue. The candidate who shall attempt to gain the suffrages of the people while assuming a "no looker—no hearer—no speaker" attitude upon the Injunction question will almost certainly find the people assuming a like attitude toward himself.

Those newspapers which but recently discussed the subject as though it made them tired rather than otherwise now volley and thunder like so many battalions bent upon leaving neither living, dead nor wounded on the

field. According to the newspapers, the protest against "Government by Injunction," which only a few days ago was merely so much, or rather so little, "sound and fury, signifying nothing," has become an "assault upon the integrity of the courts," threatening the very foundations of all government. The press, having failed to smother or minimize the issue, now seems determined to magnify it in order that it may not be lost sight of.

While it is not given to any man to anticipate with certainty the verdict of the people upon this question, there are not lacking criteria of human judgment, to say nothing of exemplars in human history, upon which to build a reasonable hope that in the outcome both liberty and law will triumph, the former in the conservation of personal rights, the latter in the assurance of renewed public confidence and respect.

DEMOCRATIC INJUNCTION PLANK.

The Democratic National convention, which met in Denver, Colo., July 7-10, embodied in its platform several planks dealing with subjects of special interest to labor, among these being one on the subject of the Injunction. The labor planks in the Democratic National platform are as follows:

The courts of justice are the bulwarks of our liberties and we yield to none in our purpose to maintain their dignity. Our party has given to the bench a long line of distinguished judges, who have added respect and confidence, in which this department must be jealously maintained. We resent the attempt of the Republican party to raise a false issue respecting the Judiciary. It is an unjust reflection upon the great body of our citizens to assume that they lack respect for the courts.

It is the function of the courts to interpret laws which the people create, and if the laws appear to work economic, social or political injustice it is our duty to change them. The only basis upon which the integrity of our courts can stand is that of unswerving justice and protection of life, liberty and property. If judicial processes may be abused, we should guard them against abuse.

Experience has proved the necessity of a modification of the present law relating to injunctions, and we reiterate the pledge of our national platforms of 1896 and 1904 in favor of the measure which passed the United States Senate in 1896, but which a Republican Congress has ever since refused to enact, relating to contempt in Federal courts and providing for trial by jury in cases of indirect contempt.

QUESTIONS OF JUDICIAL PRACTICE HAVE ARISEN, ESPECIALLY IN CONNECTION WITH INDUSTRIAL DISPUTES. WE DEEM THAT PARTIES TO ALL JUDICIAL PROCEEDINGS SHOULD BE TREATED WITH RIGID IMPARTIALITY, AND THAT INJUNCTIONS SHOULD NOT BE ISSUED IN ANY CASES IN WHICH INJUNCTIONS WOULD NOT ISSUE IF NO INDUSTRIAL DISPUTE WERE INVOLVED.

The expanding organization of industry makes it essential that there should be no abridgment of the right of wage-earners and producers to organize for the protection of wages and the improvement of labor conditions to the end that such labor organizations and their members should not be regarded as illegal combinations in restraint of trade.

We favor the Eight-Hour day on all Government work.

We pledge the Democratic party to the enactment of a law by Congress as far as the Federal jurisdiction extends for a general Employers' Liability Act covering injury or loss of life of employees.

We pledge the Democratic party to the enactment of a law creating a Department of Labor, represented separately in the President's Cabinet, which Department shall include the subject of mines and mining.

The very least that can be said for the anti-Injunction plank in the Democratic platform is that it can not reasonably be construed into a pro-Injunction declaration. In this respect alone the Democratic position is considerably better than that of the Republican platform. Without at present attempting any analysis of the Democratic plank, it may be said that on its face the plank offers assurance that, if

successful, the Democratic party will pass a law abolishing the abuse of the writ of injunction. A law which prohibits the issuance of an injunction in a labor dispute where an injunction would not issue if there existed no labor dispute will remove the underlying motive of "Government by Injunction." That motive is the destruction of the labor organizations. The injunction which can not be used to that end is valueless to the opponents of organized labor.

The positions of the two political parties are now clearly defined, one as favoring legislation to confirm the present practices of the courts, the other as favoring a modification of these practices. The campaign will be fought out largely upon the Injunction issue, which, stated in terms of ordinary comprehension, is the issue between the Constitutional liberties of the individual citizen and the aggression of corporate wealth. It should be the first object of all who are interested in the maintenance of personal liberty and popular government to keep the issue clearly before the minds of the people. The pro-Injunctionists will endeavor, more or less successfully, to befog the issue. They will charge that the anti-Injunctionists are "assailing the integrity of the courts." They will attempt to create a panic in the public mind and thus stampede the people into the pro-Injunction camp. Every cheap and well-worn device of politics will be used to mislead the people; all the old tricks, and possibly a few brand new ones, will be played for the purpose of fooling the masses.

The campaign of slander and falsification must be met by a campaign of dignified and dispassionate appeal to the public intelligence. So conducted, the cause of organized labor, the cause of the American people, is sure to win. That cause must be won if the United States is to remain a free country. Once the real issue is understood by the people there will remain no doubt of the result. To doubt the result in such event would be to doubt the most deeply-rooted of all human proclivities, the desire for liberty, which in turn would be to doubt the whole history of humankind. Don't be a doubter!

SAILING OF THE FLEET.

After a stay of two months in San Francisco and vicinity the United States battleship fleet sailed from that port on the 7th inst., thus beginning the last half of its world-girdling cruise. The fleet will call first at Honolulu, T. H., where it is about due at this writing, sailing thence to Australia, China, Japan, the Philippines, and back to the Atlantic Coast by way of the Suez Canal. The arrival of the fleet at New York or Hampton Roads is timed for February, and it will be welcomed home by President Roosevelt, the occasion constituting one of the last, and probably the most spectacular, of the events in that statesman's strenuous career in the Presidential office.

The visit of the fleet to San Francisco and other Pacific Coast ports was an event that will live long in the memory of those who participated in the occasion, whether in the form of hosts or as spectators. Regarded both as an inspiring spectacle and as an object lesson in national defense, the visit of the fleet to these waters will be recalled with a sense of pleasure and profit. By no means least among the elements that make up the sum of public satisfaction in a review of the event is the character and behavior of the personnel of the fleet. The good reports that had reached the

Coast concerning the conduct of the men in other ports were more than justified by the facts of our own knowledge. To those who consider a certain amount of swagger as the right and necessary thing in a seaman, and more especially in a naval seaman, the men of the fleet must have proved a great disappointment. Fortunately, however, the idea of rum and riot is now very generally dissociated from the conception of personal courage. Nowadays, the weak man in maritime circles, as in other walks of life, is not the man who keeps sober but the man who gets drunk; the whiskeysop has taken the place of the milksop in the disesteem of all hands; sobriety has superseded inebriety as the "correct thing" in manly deportment.

In discussing the changed character of the naval personnel, a certain officer of the fleet summarized the case by saying that the navies of to-day are manned by gunners rather than by seamen. Whatever the peculiar characteristics of the "man behind the gun" in the United States Navy of to-day, his behavior on shipboard, on parade and in private has inspired a feeling of respect for him as a citizen and of confidence in his ability to use the weapons placed in his hands. It is gratifying to reflect that the reception accorded by the people of the Coast, from San Diego to Seattle, has been worthy of the guests and that the good opinion created among the officers and men of the fleet will be transmitted by them to their friends in all other parts of the country.

Nowhere in the course of its homeward cruise will the fleet be more profoundly welcomed than in Australia. To the people of that country the occasion will be one not merely of international amenity, but of deep significance, as bearing upon their own future. In this connection it is interesting to note the feelings of the Australian people, as voiced by their press. We quote the following from a widely circulated paper, "The Worker," of Sydney, N. S. W.:

As there seems to be some misunderstanding in Europe and America as to the reason for Australia's invitation to the American fleet, it is advisable that every leading Australian journal should make it clear that mere courtesy had little to do with the invite and still less with the general acclaim that greeted the news that the President had accepted. What was behind the whole matter in Australia was the recognition of the fact that the United States and the Commonwealth have direct, absolute and vital common interests in the Pacific. There was more than that in the loud plaudits that rang out at America's acceptance of our invitation. There was the feeling that in the day of Australia's dire need our friendship for America might, and most probably would, mean that the mighty power of the Republic would stand with the Commonwealth against the hated brown and yellow hordes of the north. To-day the circumstance that the Stars and Stripes wave over the Philippines is more to Australia than the fact that the Union Jack flies to the breeze of many an isle between Japan and Australia; for while Great Britain consults the feelings of myriads of blacks, browns, and yellows, America has seen, as Australia sees, that the white man and the colored man can have neither part nor lot together, and that at all costs the nigger of every shade must be kept away. This is why Australia rejoices at the coming advent of the Republic's fleet, and this is why, when it does come, every good Australian will throw up his cap and bid the American sailors welcome to the Commonwealth shores. Of course, there will be men in our midst who, decrying patriotism and opposing all military and naval defenses, will look askance when the masses of the Commonwealth turn out in their thousands to hail the representatives of our great and friendly white neighbor; but it may be hoped that they who sullenly refuse to have any part in the rejoicings, which many of their countrymen hope will be the first steps toward an alliance, will not some day have to thank America for saving Australia from an Asiatic invasion, which, if successful, would have meant not merely the conquest of our country, but the absolute destruction of the white race in Australia.

Of course, all right-minded persons share

these sentiments of joint responsibility for the maintenance of the white race in its chosen domain. Wherever it goes the United States battleship fleet will carry the highest hopes of the American people, coupled with the devoutest wish for its safe and sound return to home waters.

A MASTER MARINER PROTESTS.

Editor COAST SEAMEN'S JOURNAL:

Sir—In perusing the JOURNAL of last week I was almost dumfounded at the action taken by a master mariner, W. P. Canty, who unblushingly advocates the admission of criminals into the ranks of one of the most honorable professions extant, as a means of evading the penalty of crimes committed against the law of the country. I am astonished that any member of the Judiciary should cast a stain upon the maritime profession by using it as a means of expiation for culprits, instead of sending them where "birds of a feather flock together."

The writer is a passed United States master mariner, and also holds a British navigator's certificate, granted in 1889, and has been following a seafaring life since 1876. If I had thought for one moment in previous years that my profession would be made a dumping ground or reformatory for recalcitrant or criminal characters, I would have severed my right hand from my body and cast it from me, for it would be better for me to pass through this life maimed and broken than it would be for me to be herded with criminals on board of ships.

It would be a most interesting and convincing explanation to Master Mariner Canty if he knew what at least 97 per cent of the licensed masters and mates of the United States think about his championing the cause of criminals at the degrading expense of their profession, and I am sure that Admirals Evans, Dewey, Sperry, etc., etc., do not share his views on the matter. Individually I am of the opinion that it is most audacious impertinence for any person to attempt to assert that judges should use ships of the United States merchant marine as places of correction for lawbreakers. Why not send criminals into the Army or Navy? The only excuse that could be given for the adoption of such a course must be left to those persons who have themselves been sentenced to "go down to the sea in ships" for illegal operations.

In conclusion I would state that Master Mariner Canty (with 15 years' sea service) very ungraciously thrusts the sword of malice or prejudice, or whatever you may call it, at organized maritime labor. Presumably he has failed to observe that it is the undaunted stand taken by organized seamen for the betterment of their conditions that has brought about improvements for the "man before the mast" and incidentally and undeniably for the "man behind the mast" also. But "where ignorance is bliss, 'tis folly to be wise."

JOSEPH T. LIDDY,

A. A. of M., M. & P.

San Francisco, July 8, 1908.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., July 7, 1908. Shipping medium; prospects not very bright. WM. H. FRAZIER, Secretary. 1½A Lewis St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., June 29, 1908. Shipping very dull. J. M. SECORD, Secretary.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 13, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Harry G. Lundberg in the chair. Secretary reported shipping still dull. The Shipwreck Benefit was ordered paid to a member wrecked on the whaler Wm. Bailey in the Behring Sea on March 15, 1908.

The Board of Election submitted its report and the following officers were declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, A. Furuseth; Assistant Secretary, E. Ellison; First Patrolman, E. A. Erickson; Second Patrolman, Martin Hunter; Third Patrolman, Robert Tunnell; Janitor at Headquarters, William Malone; Editor Coast Seamen's Journal, Walter Macarthur; Business Manager, Paul Scharrenberg; Tacoma Agent, H. L. Pettersen; Vancouver (B. C.) Agent, A. E. Simmonds; Seattle Agent, P. B. Gill; Seattle Patrolman, Chas. Sorensen; Port Townsend Agent, Walter Moller; Aberdeen Agent, William Gohl; Portland (Or.) Agent, D. W. Paul; Eureka Agent, John W. Erickson; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Joseph T. Liddy.

The following were elected delegates to the San Francisco Labor Council: Geo. Campbell, Wm. Cuttler, E. Ellison, E. A. Erickson, Martin Hunter, W. Macarthur, P. Scharrenberg, A. Seaman, John Tonnessen and Robert Tunnell.

The semi-annual Banking Committee was elected as follows: Ed. Andersen, E. A. Erickson, W. Macarthur, P. Scharrenberg and R. Tunnell.

The following were elected delegates to the Asiatic Exclusion League: Martin Hunter, E. A. Erickson and P. Scharrenberg.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, July 6, 1908.

No meeting; no quorum; shipping dull; lots of men ashore.

A. E. SIMMONDS, Agent.

Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, July 6, 1908.

No meeting; no quorum. Shipping and prospects very poor.

H. L. PETERSON, Agent.

3004 McCarver St. Tel. Main 808.

Seattle Agency, July 6, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, July 5, 1908.

Shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 6, 1908.

Shipping slack; prospects uncertain.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland, Or., Agency, July 6, 1908.

Shipping still dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, July 5, 1908.

No meeting; no quorum; shipping slack; prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 6, 1908.

Shipping poor; prospects uncertain.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 9, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

Seattle Agency, July 2, 1908.

Shipping improving.

LEONARD NORKGAUER, Agent.

San Pedro Agency, July 2, 1908.

No meeting. Shipping fair on steam-schooners; no shipping on sailing vessels.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 6, 1908.

Situation unchanged.

WM. PENJE, Secretary.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

OPINION FOR MASTERS.

Harvey D. Goulder, counsel for the Lake Carriers' Association, has written the following opinion for the benefit of Lake masters:

The following law was passed by the last Congress and went into effect on July 1:

"Any vessel of the United States subject to the provision of this title or to the inspection laws of the United States shall not be navigated unless she shall have in her service and on board such complement of licensed officers and crew as may, in the judgment of the Local Inspectors who inspect the vessel, be necessary for her safe navigation. The Local Inspectors shall make in the certificate of inspection of the vessel an entry of such complement of officers and crew, which may be changed from time to time by indorsement on such certificate by Local Inspectors by reason of change of conditions or employment. Such entry or indorsement shall be subject to a right of appeal, under regulations to be made by the Secretary of Commerce and Labor, to the Supervising Inspector and from him to the Supervising Inspector General, who shall have the power to revise, set aside, or affirm the said determination of the Local Inspectors.

"If any such vessel is deprived of the services of any member of the crew without the consent, fault or collusion of the master, owner, or any person interested in the vessel, the vessel may proceed on her voyage, if in the judgment of the master she is sufficiently manned for such voyage.

"If the master shall fail to explain in writing such deficiency in the crew to the Local Inspectors within twelve hours of the time of the arrival of the vessel at her destination, he shall be liable to a penalty of \$50. If the vessel shall have been insufficiently manned in the judgment of the Local Inspectors, the master shall be liable to a penalty of \$100, or in case of an insufficient number of licensed officers, to a penalty of \$500."

Briefly, if you are deprived of the services of any member of your crew, called for in your inspection certificate, without the consent, fault or collusion of the master or owner, you may proceed on your voyage if, in your judgment, she is sufficiently manned for such voyage, making every effort to fill such vacancy during the voyage, but you must report to the Local Inspectors who issued your certificate within twelve hours of the time of arrival at your destination with a clean cut statement of the facts in the case, and I should also like you to make a duplicate of your report to this office.

DECREASE IN GRAIN.

Including the loss in the burned elevator D, at Duluth, grains of all sorts show a decrease for one week recently as follows: Wheat, 1,400,527 bushels; oats, 112,000 bushels; rye, 2,000 bushels; barley, 59,000 bushels; flax, 1,630,000 bushels. This is in comparison with 8,750,000 of all sorts of grain at a similar time last year.

Demand the union label on all products.

BUSHEL OF BOOKS.

About June 25 stories began to reach me of the "great stacks" of Lake Seamen's Union membership books, which had been turned over to Mr. Ford, shipping master of the Lake Carriers' Association at Conneaut. On June 26 positive information reached me from one of our members, that he had been compelled to give up his book and sign a non-union contract in order to ship. This member, Edward Sterling, voluntarily gave me this information and swore to an affidavit to that effect. This was what I wanted, and I at once swore out a writ of replevin for the book, No. 8550, and all other books, cards and receipts, the property of the Lake Seamen's Union. This was served by Officer Chilson, but not before Tom McCoy and I had first made a personal visit to Ford's office and demanded the books from his assistant, one Quigley, from Vermillion, Ohio. Quigley refused to give up the books and the officer was called and served the writ, and after some trouble got all the books in possession of the Lake Carriers' shipping office. Ye gods and little fishes, "the great stacks of union books," "the bushels of 'em" dwindled to four books counting Sterling's. There was a variety though. One able-bodied seaman's book, one ordinary-seaman's book, one cook's book, and one trip-card, was the sum total that the gentlemen (?) representing the union-busters had been able to accomplish in about six weeks. Never was more absolutely positive evidence of loyalty and good union principles shown by any Union.

Well, to continue, the trial was set for July 1, before Judge Kellogg. The attorneys for the Lake Seamen's Union were M. R. Smith and Mott G. Spaulding; for the Lake Carriers, Allan M. Cox, under instructions (alleged) of Harvey D. Goulder. Mr. Cox disclaimed all claims to the books, admitted that they were the property of the Lake Seamen's Union, and requested that the trial be dropped and court costs assessed against the Lake Seamen's Union. Mr. Cox is quite a humorist, is he not? Yes, he is not. The Lake Seamen's Union attorneys refused to drop the case or pay costs; the trial proceeded, and judgment was rendered in favor of the Lake Seamen's Union and costs assessed against Mr. Ford. Mr. Cox asked for ten days in which to appeal the case, which was granted, and I was given custody of the books. Joy!

W. H. JENKINS.

Conneaut, O.

BAD SHOALS DISCOVERED.

The steamer Sir William Siemens, of the Steel Trust's fleet, recently struck an obstruction below the carferry dock at Sarnia, and an examination by the United States engineer has resulted in the discovery of a small shoal, running from the docks to a point below the line of the international tunnel. It is about 700 feet from the Canadian shore. Heavily laden down bound vessels after straightening out for the turn near the mouth of the Black River, should keep a course parallel to the Canadian shore until well below the tunnel.

ORE SHIPMENTS FOR SEASON.

Ore shipments for the season up to July 1 were 9,814,519 tons behind last season for the same time. In June the mines sent forward 2,585,682 tons, making the movement up to July 1, 2,870,997 tons. Last year in June the Lake fleet carried 6,433,369 tons and on July 1 the movement was 12,685,516 tons.

In spite of the fact that practically two months have been lost the ore men will not have any trouble bringing down 25,000,000 tons if that amount is required. The fleet can move 6,000,000 tons a month with good dispatch. That figure was passed in June, August, September and October last year.

Shipments took a big slump last July on account of the miners and dockworkers' strike at the head of Lake Superior and the movement was only 4,849,117 tons. More ore will be sent forward this month than was shipped in June, but it is not likely that the shipments will be as heavy as they were in July, 1907. It is safe to say that on August 1 the movement for the season will show a decrease of over 10,000,000 tons compared with last year. That will mean that the bulk of the business in the ore trade will have to be done after August 1.

It is figured that up to date that not more than 10 per cent of the ore that has been sent forward has been carried by outside vessels. That is a very small percentage and means that many of the wild vessels that are in commission have not been able to get down cargoes.

The capacity of the vessels that are owned by shippers is placed at 20,000,000 tons for a full season. In 1907 the mines sent forward 41,288,755 tons by Lake. So that the wild boats moved more than half of the ore that was shipped last season.

SOME POINTED QUESTIONS.

Have you paid your dues this summer? Are you with the Union and your comrades, or are you with the vesselowners? Are you going to appear in the JOURNAL in the roll of honor, or in the roll of dishonor? Is this your last year on the Lakes? Are you going to keep up your dues this year and work to get others to do the same, or are you afraid of your job, and therefore willing to waive honor for \$50 per month or even \$30? Oh, I guess you are with us, all right. I hope so, and if you are, you won't be ashamed to show your face next season.

W. H. JENKINS.

Conneaut, O.

Through the efforts of Congressman Stafford of Milwaukee the Government has consented to the transfer of the life saving station to McKinley park, provided the city of Milwaukee donates unconditionally a strip of land, 206x500 feet in dimensions, to the United States.

Judge Swan of Detroit has decided that the steamer Selwyn Eddy and the barge Maida were equally at fault for their collision on the Detroit River last season, and divided the damages between them.

NEARLY "UNSINKABLE."

The steamer Wyandotte, while a bulk freighter, is not intended for the general trade, but will engage exclusively in carrying crushed stone between Alpena and Wyandotte and embodies many features novel in ship construction, but peculiar to her special line of business, and which have been worked out by her designers, Babcock & Penton, engineers and naval architects of Cleveland and New York.

As she has already been very fully described, it will be sufficient to say that she is 306 feet long, 45 feet molded beam and 24 feet molded depth, and is probably the strongest ship ever built on the Lakes. Her inner bottom is carried clear to the spar deck, so that she comes nearer to filling the description of "unsinkable" than any freighter yet designed. If every hatch cover were stove in or carried away the Wyandotte would still float and be seaworthy with her entire hold full of water, so long as the double skin and bulkheads remained intact, and it would have to be a very severe damage and extending over more than one compartment of the double bottom which would endanger her even when loaded.

It is said that there is not another freighter on the Lakes that could be kept afloat in case of a puncture of any consequence above the ordinary side tanks, admitting water to the cargo hold.

The Wyandotte is intended to make schedule regardless of weather, and has been given ample power and her performance will be watched with interest. She was launched at the Great Lakes Engineering Works on July 2.

DULUTH BRIDGE RULES.

Strict observance of rules will be required of all vesselmen passing the draw spans of the Northern Pacific bridge at Duluth after it is opened to the public. Masters have been cautioned by the Government engineering department to give the proper signals in approaching the bridge, in accordance with the established rules of the harbor.

The following signals are to be used for opening the draws of the bridge: Minnesota draw, one long and two short whistles. Wisconsin draw, two long and two short whistles.

There are compressed air whistles on the bridge and the bridge tender is required to answer the signals for opening when the way is clear to do so. While the draw spans of the Northern Pacific bridge were being constructed the boats were in the habit of going through the open spans without whistling. Trains have been running across the Grassy Point bridge while the work was in progress.

No. 2 car dumping machine of the B. & O. smashed all previous records recently when it dumped 241 cars in nine working hours loading the steamer Earling. The highest previous record was made by the same machine recently when 231 cars were unloaded. The machine is in charge of William Campbell.

The Lake Erie Excursion Company has chartered the steamer Ossifrage. She will run on the Crystal beach route with the steamer Americana.

MARINE NOTES.

The Northwestern Iron Company, of Milwaukee, has increased its capital stock from \$500,000 to \$1,000,000.

Captain Robert McDowell has been appointed master of the steamer Alexis W. Thompson.

Florence Goodwin, of Grand Junction, Colo., desires to find Arthur Goodwin, her brother. He is known to sailors as "Rocky," and was wheelsman on the steamer Mariposa three years ago.

To escape payment of demurrage coal operators in the district are sending thousands of tons of coal to Lake ports and the demand for coal cars on June 29 was greater than on any day this year.

The steamer Kalamazoo has been chartered by the Lake Michigan Steamship Company, of White Lake, and will be operated between Chicago and White Lake for the rest of the season.

The steamers Kensington and Yale recently unloaded the first ore cargoes at the new plant of the Wickwire Steel Company being erected on Rattlesnake Island near Buffalo. The plant will receive about 200,000 tons this season.

Diver John Stanton of Cleveland arrived at Lorain recently with his scow and apparatus. He will begin the work of raising the 1,200 tons of ore which lie in the hull of the steamer Quito, which was sunk off the east pier several years ago.

Clow & Nicholson, of Duluth, have purchased the little passenger steamer Mascotte from Captain W. S. Lloyd and will run her in the general excursion business around Duluth with the Newsboy. The Mascotte was formerly in Detroit waters.

The shipments of coal to the Lakes, it was stated by one of the largest coal shippers in the Pittsburg district, will favorably compare with those of the same month in past years and reports of production for the month ended June 30 will show a new high record for this year.

Ore receipts at Conneaut during June were 431,742 tons, according to Deputy Customs Collector Rieg's report. This is much less than the corresponding period last year when 713,485 tons were received, but the decrease is accounted for by the fact that fewer machines have been working this year than in 1907. The coal shipments amounted to 58,776 tons, as compared with 51,183 in June last year.

A Parliamentary blue book has been tabled in the Canadian House which shows that the total number of vessels on the register books of the Dominion is 7,528, aggregating 698,688 tons, being an increase of sixteen vessels and 44,500 tons over 1906. Assuming an average value to be \$30 to a ton, the value of the registered tonnage is \$21,000,000. The number of new vessels built during 1907 were 392, of 34,410 tons register, and valued at \$1,750,000.

Demand the union label on all products.

BIG MONTH FOR TONAWANDA.

The reports for the local ports as presented by the Customs collectors show that 42,675,671 feet of lumber and 82,212 tons of ore were received at the Tonawandas during June. The receipts of lumber by vessel were nearly 20,000,000 feet less than during the corresponding month of last season, but the ore receipts were almost twice as heavy as during June, 1907.

The ore receipts were the largest ever recorded at the Tonawandas during a single month. During June of last season 47,856 tons were unloaded there. That was an exceptionally large month. The stock was carried by fifty-two boats.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

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Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 562.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

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Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

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ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
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SANDUSKY, O.510 Meigs Street

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Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

IN EXTREMIS.

(Continued from Page 2.)

one. His name was Vilas, a New Bedfordder of Portugese extraction, with a manslaughter record which few bucko mates of that day could have equaled. As mate of several New Bedford whalers he was credited with having killed so many sailors that at last he had to leave that section for the good of his neck. He was a fearsome man to look at; a beetle-browed, hairy, huge giant, with a voice like a bellowing bull, and the strength, litheness and agility of a gorilla, which animal he strongly resembled. I think he was the most pronounced, all-round type of atavism I have ever observed among white men.

"As you have 'been there' you can easily picture to yourself from this description of the after-guard the kind of treatment they meted out to us chaps forward. The keeping up in our watch below I could have stood, but the hourly beatings and cursings nearly drove me to suicide. With the cunning of their kind the two mates gauged their blows and kicks so as not to maim us permanently, because then they would have had to work ship themselves. Turner was early sized up as a dangerous man to have around, so the mate bit off two of his fingers on the first day out, to handicap him from the start. There was blood in Jack's eye from that day forth, but he took his medicine after that like the rest of us, consoling himself with the old fore-castle saw: 'Every dog will have his day.' For my own part, after the first terror of the thing had worn off, I caught myself frequently concocting schemes for murdering the whole after-guard. The brute that dwells in all of us can never be buried so deep but that it may be roused by the brute in some other man.

"On the twentieth day after leaving Cape Henry we caught the Northeast trades. By this time we had been wrought up by the mate's deviltries to a state of mind which bordered on insanity. On the second night after we struck the trades it was our 'eight hours in.' Shortly after coming below in the first watch Jack Turner blew out the glim and called a council of war in the dark for the purpose of devising some way of getting rid of the mate. Now, I must tell you that the mate had a habit when there was any pulling going on, and only the watch on deck to do it, to jump in and forehand the rope, and sing out on it. Jack had noted this, and thought of a way to make use of it for the mate's undoing. He now unfolded his plan to us in the dark. After some discussion we agreed to try it.

"I need hardly tell you that we slept but little that watch. It was Johnson's turn-out wheel, and my turn-out lookout. At twelve o'clock, when I went on the lookout, I began to figure on our chances of success. Everything seemed to be just right, if the mate would only fall for it as we had planned things. The night was unusually dark and cloudy. She was on the port-tack with everything set, running about a point free, and making between nine and ten knots an hour. 'So far, so good,' I said to myself.

"A little before one o'clock, when, presumably, the watch below was soundly asleep, Jack eased off the flying jib sheet a couple of feet. This, of course, caused the flying jib to slat just a little. Presently we

heard the mate come running along the deck. 'What t'ell's the matter with that flyin' jib?' he roared. 'Here, you — — —,' he said to me, 'lay hold of this sheet,' at the same time jumping up on the fore-castle-head and forehandling the flying jib sheet. 'You hold on the turn,' he commanded Jack. As he set himself for the first pull, Jack let fly the sheet. Over the lee-bow the mate went, head foremost into the seething foam, as if shot from a catapult. At the same instant Jack emitted a shrill whistle. This was the signal for Johnson to luff her up in the wind. When she came up in the wind we flattened the sheet down, after which Jack whistled again; this time for Johnson to keep her off to her course.

"Our plan was a complete success. Jack had calculated to a dot that the mate, like every other driver, would not take the time needed to luff the vessel up in the wind for the sake of spilling the sail, but would try first to get the sheet aft by hand, or, if he could not do so, would clap a tackle on to it. When the drivers have a fair wind they would rather jee-hawk and skull-drag for hours than lose a few minutes by luffing the ship up in the wind. And do you know, now that it was all over, I felt no more qualms over the killing of Vilas than if he had been a rattlesnake. 'Sic semper tyrannis' was the way I felt about it. The qualms came afterward, when time had somewhat blurred the memory of his hideous personality.

"At four-bells I relieved the wheel, for I had learned to steer by this time. I could see the clock in the cabin through the skylight from where I stood. At four o'clock I struck eight-bells. Shortly afterward the old cook came on deck to get coffee ready for the watch. I told him that I thought the mate had gone to sleep somewhere. He began to search for the mate, in the course of which the old man and the second-mate were roused out. We were questioned very closely as to where we had last seen the mate. Of course, we were prepared for this. We told them that after having given us a hand about one o'clock to haul the flying jib sheet aft the mate had walked toward the poop, and that that was the last seen of him by any one. Whether they had any suspicions of foul play I do not know, but I think it was generally surmised that the mate had in some way fallen overboard. Anyway, nothing was ever after said to us about it.

"Well, she was a fairly good ship from that day on. Having lost their right bower, the mate, the skipper and the second-mate concluded, no doubt, that discretion is indeed the better part of valor. Led by Jack Turner we even refused to stay up in our afternoon watch below any longer, and gained our point. And so, without any further troubles or accidents, we finally arrived in Rio, forty-two days out from Baltimore. There, at the first opportunity, I deserted, after having vainly applied to the American consul for redress against my illegal shipment. You know what our consuls abroad are like—all on the master's side.

"More than five years passed before I got back to the United States. In the meantime drink and the crimps had kept me sailing all over the world, from one port to another, always broke and nearly always

(Continued on Page 11.)

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction, process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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29 ERSKINE STREET, SYDNEY, N. S. W.

IN EXTREMIS.

(Continued from Page 10.)

drunk. Finally I landed in New York without a cent in my pocket, having signed away two months' advance to the crimps in Antwerp. About the first news I heard along the waterfront was that Jack Bedloe, a pirate who, single-handed, had been terrorizing small crafts on Long Island Sound for over two years, had at last been caught, and was going to be hanged the next day on some little island down the harbor—I forget now what they called this island then. It so happened that the runner for the house where I was staying went down the harbor the following morning with a crew for a brig, and took me along with him to help manage the boat. On our way back we decided to see the hanging of Bedloe.

"There was quite a concourse of people assembled here by the time we arrived; more than a thousand, probably. There was no regulation gallows prepared for the occasion; but in its place they had bent a tailblock, with a rope rove through it, to that limb over yonder. After half an hour's waiting, or so, we saw the condemned man being led along toward the tree, marching between two files of marines, and with a couple of clergymen whispering religious consolation to him. He walked erect, with a steady step. When he came near enough for me to see his face plainly my breath almost left me. Again I looked; this time at his manacled hands. Yes, there were the two fingers missing which Vilas had bitten off. It was Jack Turner!

"As he passed me a fleeting smile of recognition lit up his dark countenance. His lips moved —"

Whether it was from the excitement wrought by the remembrance of the incidents he had just related, or whether he had overtaxed his lungs in talking so long, I do not know; but at that juncture Boyle was seized with a violent paroxysm of coughing which lasted several minutes. When it had subsided somewhat I took him by the arm and gently led him into the ward, and put him to bed. He pressed my hand weakly in token of his gratitude.

After supper I went in to see how Boyle was getting on. I found him burning with hectic fever. He motioned to me to take a seat.

"I won't last much longer," he said. "Here," putting his hand under the pillow and pulling out a black-bordered letter, "please mail this for me when I am gone. I know that I can trust you."

He spoke almost in a whisper, and in short gasps. His unusual exertion in the afternoon had evidently done him no good. I hastened to assure him that his request should be faithfully carried out. This seemed to have a soothing effect on him, for he closed his eyes and lay quite still. After watching him a little while longer I stole away on tip-toe to my own bed. There, for the first time, I looked at the letter, and was not a little surprised, as well as mystified, to note that it was addressed to the wife of a man who for many years had been prominently in the public eye.

Shortly after midnight I was awakened by the night-nurse, who said:

"Boyle has had a hemorrhage of the lungs. He's dying, I think. Please go over and watch him while I run for the doctor."

I went over to Boyle. He was sitting up in bed, propped against the pillows. Blood was spattered all over the counterpane in front of him, and a small stream of it was trickling from his mouth down over his beard and nightshirt. His eyes had taken on the lackluster of the moribund. I took one of his hands in mine and spoke to him, but he made no answer. Suddenly I noted a tremor running through his body. His legs gave a convulsive kick under the bedclothes, and his head fell forward onto his breast. When the doctor arrived the soul of poor Boyle had flown to

"The undiscover'd country, from whose bourn

No traveler returns."

After breakfast I mailed the letter. Two days later, while glancing over the morning paper my eye lit on the following:

MRS. X— PASSES AWAY SUDDENLY.

MAID FINDS HER DEAD IN THE LIBRARY,
CLUTCHING A CRUMPLED, BLACK-
BORDERED LETTER IN
HER HAND.

HEART DISEASE THE DOCTOR SAYS.

Case Shrouded In Mystery.

"When the maid of Mrs. X—, at nine o'clock yesterday morning entered the library in the palatial X— residence at No. — Fifth avenue, she found her mistress lying dead on the floor, with face downward, one hand firmly clutching a crumpled, black-bordered letter. Dr. Y—, the family physician, was at once summoned, and pronounced it a case of sudden heart failure. The death of Mrs. X— from this cause was not entirely unexpected, as she had long been known to suffer from cardiac weakness. Great secrecy was maintained by everyone connected with the X— household regarding the contents of the mysterious, black-bordered letter and no one could be found to admit the possibility of its having had something to do with the sudden demise of Mrs. X—. The funeral will not take place until the return to-morrow from the West of Mr. X—."

Then, under the subhead, "Was A Belle," the genial reporter went on to tell how Mrs. X—, when only 20 years old, had been the reigning belle of Baltimore's most exclusive society; how she had fallen in love with a penniless young law clerk; how her parents had frowned on her choice, and forced her to marry Mr. X—, then a rising young statesman; how, on her wedding day, the law clerk had mysteriously disappeared—committed suicide it was thought; how her marriage had been childless and—so malicious gossips whispered—loveless; how she had become a leader of New York's fashionable society, etc., etc., in the most approved newspaper style.

I laid the paper on my knee and fell to thinking on the queer pranks which fate plays with us poor mortals at times. Mrs. X— was the woman to whom the black-bordered letter was addressed, which poor Boyle entrusted to me to mail for him.

EL TUERTO.

According to the latest figures published, commerce between the United States and Chile is increasing rapidly.

CLASSES IN JAPAN.

A representation to the Japanese Government of more than passing interest was introduced into the House of Peers on February 1. Its object was to abolish the designation "heimin" in describing the "common people."

Japanese society, it should be explained, is divided roughly into three groups, exclusive of the Emperor, who stands alone. Those groups are the "kazoku" (literally "flower family,") that is, the peerage; "shizoku," or "warrior family," the modern name for the ancient samurai or fighting class, and "heimin," or masses. Before the present era of Meiji there existed a fourth class known as the "eta," who were practically outcasts, to whom were relegated special occupations held in universal contempt, such as tanning, cobbling and scavenging, while in many cases they served as executioners of common criminals.

After the revolution which resulted in the downfall of the Shogunate and the restoration of the Emperor to actual power, the "eta" classification was abolished, but custom and tradition die hard in Japan as elsewhere, and, although in the eyes of the law the descendants of these pariahs enjoy the same rights as all other "heimin," with whom they have been merged, they continue largely to monopolize their former callings and help to swell the ranks of "kojiki," or beggars, who infest the great highways of the empire and form regular colonies in particular spots. No doubt in individual cases the iron barriers of convention have been razed, but, speaking generally, no pure "heimin" would be willing to regard as a social equal the known descendants of this despised caste. Before the Meijera the line of demarcation could not be crossed, or if a member of the samurai class so far demeaned himself as to wed an eta woman he thereby forfeited his privileges as a samurai. An incident of this kind furnishes W. B. Mitford, now Lord Redesdale, with the plot of one of his true stories of old Japan.

It was pointed out by the introducer of the representation that the special necessity for the heimin classification no longer existed, since it was to-day well understood that those having no special designation were common people, and that no confusion could possibly arise while the members of the other two orders continued to be described by their proper titles. On the other hand, the cancellation of this discriminating formality would effect a vast saving of time and trouble now required in the filling up of residential reports and all other official documents.

The British commercial attache at Yokohama has written a report on the subject of the Japanese export trade in human hair, which is an industry of recent growth in Japan. The total export in 1904 amounted to a little over \$1,000, but in 1906 the total reached \$60,000. Although this rapid rate of progress was not maintained during 1907, yet the industry was well sustained. The hair exported is all black in color and rather coarse, and consists almost entirely of the combings of women of the lower classes. A French brush manufactory at Osaka exports large quantities to Paris, where the hair is made up into wigs and other articles which find a ready market.

Home News.

Hot weather caused the death of 479 babies in Philadelphia, Pa., during June.

It is reported at Del Rio, Tex., that Mexican troops captured and immediately executed four revolutionists near Las Vacas on July 9.

The heaviest rainfall in the history of El Paso, Tex., occurred on July 2. Over an inch of rain and hail fell in less than twenty minutes.

A raise of 10 and 20 per cent in the price of glass was decided upon by the Window Glass Manufacturers of the United States at Cleveland, O., on July 9.

Secretary of War Wright has received from Connecticut manufacturers of khaki cloth a protest against the use of English-made khaki for uniforms.

A long distance telephone between Denver and Chicago was opened on July 6 with a conversation between Mayor Speer of Denver and Mayor Busse of Chicago.

Negotiations are in progress for the transfer of the extensive coal interests on Vancouver Island, B. C., owned by James Dunsmuir to a syndicate of New York capitalists. The amount involved is upward of \$5,000,000.

Certificates of American citizenship are being issued to Chinese born and naturalized in Hawaii by the Department of Commerce and Labor. The certificate will enable them to travel anywhere under American jurisdiction.

Speaker Cannon attacked the Roosevelt Administration during a Fourth of July address in Washington, D. C., by declaring that hysteria during the past six years was greater than either before or after the Civil War.

The jury in the case of James H. Booth, ex-receiver of the Roseburg, Or., Land Office, charged with accepting unlawful compensation, returned a verdict of not guilty on July 4 after almost sixteen hours of deliberation.

Directors of the Baltimore and Ohio Railroad on July 9 declared a semi-annual dividend of 3 per cent on the company's common stock and 2 per cent on the preferred stock. The dividends were unchanged from the last previous declaration.

The Bureau of Immigration on July 2 issued a statement showing that in April, 1907, 341 Chinese of all classes were admitted to the country and twelve were deported. In April, 1908, 556 were admitted and fifty-three deported. One hundred and eighty-nine claimed to be former residents and but 120 new arrivals.

The extermination of scores of mining, investment and financial corporations which have flourished in Chicago in the last five years, and which have made, it is said, more than \$50,000,000 from investors, is planned in a Government crusade, which resulted in twenty-eight fraud indictments being returned by the Federal Grand Jury of that city on July 2.

The Appellate Court at Chicago on July 6 declined to set aside the sentences against Abner Smith, former judge of the Circuit Court, and Gustav F. Serrow, growing out of the failure in 1906 of the Bank of America. The men were found guilty of conspiracy to obtain money under false pretenses and were sentenced to the penitentiary and to pay a fine of \$1000 each.

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INFORMATION WANTED.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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Allbright, E.	Kummerlowe, O.
Andersen, Johan	Larsen, F.-1098
Anderson, A. E.	Laatz, L.
Anderson, A. P.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Lelsman, James
Andreasen, O. L.	Lektonen, W.
Affs, P.	Lindburg, John
Atkinson, S.	Lind, H. E.
Bateman, S. J.-1207	Lindroos, Chas.
Baardsen, E. M.	Lichtenberg, Max
Baarsen, Carl	Lohne, Evan
Bertelsen, Alf.	Lowe, M.
Berg, H. M.	Leverson, Olaf
Bernsen, Carl Theo.	Locke, H.
Berggren, Gustaf	Lubeck, R. A.
Benson, John	Magers, P. M.
Bianca, F.	Martinsen, Christ.
Birkelund, R.	Martin, Geo.
Blomqvist, B.	McAdam, J.
Blomqvist, H.	McKerron, W.
Bowling, Thos.	McCallick, W.
Brander, W.	Mikkelsen, Jas.
Borgan, J.	Mikkelsen, Krist.
Bradlin, J.	Mittelut, E.
Brand, P.	Morris, O. R.
Burke, James	Myren, A.
Buckman, F.	Nass, Karl
Campbell, Albert	Nielsen, W.
Case, H. P.	Nielsen, N.
Carlsen, Harry	Noshis, P.
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Fargus, Julius	Pietanza, A.
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Fabeck, L.	Purnhagen, L.
Fitzgerald, H.	Rasmussen, F.
Ford, O. A.	Rommeli, A.
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Gronlund, O.	Saari, K. G.
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Hansen, J. M.	Smevig, J. J.
Haakonson, H.	Southerland, A.
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	Yerna, F.

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Dietrichs, Carl	Mowder, Karl
Echman, William	Milsen, M. O.
Healy, James	Olsen, Alfred
Ilkike, Carl	Thorspect.
Johnson, John	Stachassen, C.
Ligestraim, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moeborg, Alfred	Wokcr, Hermann
Moller, Andrew	

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

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Aeckerle, E.
Andersson, J. S.
Bakke, Mathias
Brookmann, Robert
Berthelsen, Alfred
Behrens, Emil
Bade, Alex.
Buchtmann, F.
Borge, S. H., -1568
Bagdon, Wilhelm
Berghold, Hermann
Coye, Chas. P.
Christensen, P.
Carlson, A. M.
Eriksson, E. J.
Eissing, Bernard
Hogen, E.
Hartman, Chas.
Hansen, Hans Chr.
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Meijer, O. W. G.
Martin, John B.
Nelson, J.
Oswald, T.
Peterson, J. A.
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Rasmussen, Erik
Sollen, Pierre
Sillwalja, Jacob
Stenzel, Walter Otto
Shallow, John
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Wahlstedt, R., -778

INFORMATION WANTED.

John Nelson, a native of Malmo,
Sweden, is inquired for by his mother.
Address, Mrs. Karolina Nilsson, Nor-
ra Wallgatan 128-132, Cafeet, Malmo,
Sweden.

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natives of New Orleans, are inquired
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In order to dispose of the present stock quickly we have marked it down to one-
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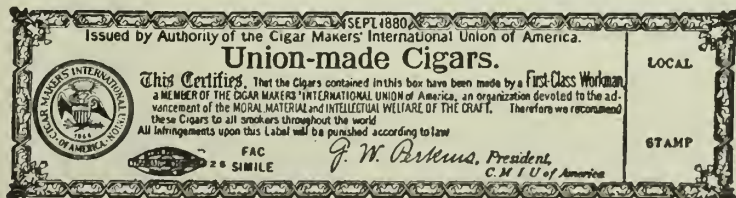
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Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.

Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sothor, Aalesund, Norway.

Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.

Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.

Ole J. Andersen, or Danielsén, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.

Theodore Hansen, a native of Ger-
many, last heard of two years ago at
San Francisco, is inquired for. Ad-
dress, Coast Seamen's Journal.

George R. O'Connor, who arrived at
San Francisco in January, 1908, on the
steamer Olson & Mahony, is inquired
for. Address, Coast Seamen's Journal.

News from Abroad.

Two hundred miners were killed by
an explosion in the Rikovsky mine at
Uyovo, European Russia, on July 2.

For the first time since the Franco-
Prussian war French army officers
will this year attend the German
maneuvers in uniform.

A dispatch from Teheran, Russia,
says that twelve members of the Na-
tional Council, condemned by court-
martial, have been hanged.

It is reported in commercial circles
at St. Petersburg that negotiations for
the formation of a Russian steel trust
have been resumed in Paris.

Advices received at Buenos Ayres
state that the revolutionists have
been victorious in Paraguay and that
a new Government has been estab-
lished.

It was announced recently in Lon-
don that Lord Northcliffe, chief
owner of the Daily Mail and many
other publications, had become the
sole proprietor of the London Times.

It is reported that the German Min-
ister to Morocco has protested against
the threatened landing of French
troops at Tetuan, claiming that this
would be a violation of the Algeiras
act.

The French Senate on June 27 by
a vote of 155 to 118 adopted in its
entirety the Western Railroad meas-
ure, the object of which is to take
over and nationalize the Western Rail-
road.

The Russian Council of the Empire
on June 27 adopted the naval budget.
The measure, as passed, includes
\$5,500,000 for new battleship construc-
tion which the Douma refused to
sanction.

The armor plate furnished under
contract by the Midvale Steel Com-
pany of Pennsylvania for the Italian
cruiser San Giorgio has successfully
withstood the tests recently applied
and has been accepted by the Naval
authorities.

According to the Iron and Steel
Trades Journal the proposed interna-
tional combine of foreign steel firms,
which intends to usurp the entire
trade of the United Kingdom, is now
completed.

The Postal Savings Banks' deposits
of Japan now amount to more than
\$50,000,000, representing over 1,200,-
000 depositors. As compared with
1907, the increase in deposits is al-
ready 25 per cent.

The reports of cholera among the
members of the First Cavalry, at Ma-
nila, P. I., are erroneous, Lieutenant
Jones having died after being de-
tached from the service. The cholera
is decreasing in Pangasinan.

The wooden scaffolding of the new
railway bridge which is under con-
struction over the Rhine at Cologne,
Germany, fell on July 9, carrying
down with it about forty workmen.
About fourteen men were killed or
drowned.

American Consul Ernest L. Small,
at Smyrna, Turkey, has been in-
structed by the State Department to
investigate the report that 100 Ameri-
can citizens have been seized on the
Island of Nicaria and made prisoners
by a Turkish warship.

A company with a preliminary
capital of \$125,000 is being formed
at Berlin, Germany, to establish a
line of passenger airships between
Berlin, London, Paris, Vienna, St.
Petersburg, Copenhagen and Stock-
holm. The Krupps and a number of
bankers are interested in the com-
pany.

Labor News.

It was recently announced at Pittsburgh, Pa., that 20,000 men will resume work in various industrial plants at that city and vicinity.

Twenty per cent of the population of Canada earns its living in connection with the country's carrying trade. Railroad employes alone number 124,000.

Three hundred and fifty of the thousand or more men furloughed three months ago from the Washington Navy Yard have received notice of their discharge.

A strike has been called by the union miners of Alabama, only two small coal companies having signed the wage contract offered by the miners at 55 cents a ton.

The Edwards cotton mills at Augusta, Me., will resume full time on July 20 in all departments, with full pay. The mills, which employ 1200 hands, have been running on half time.

The Central Labor Union of Washington, D. C., has refused to indorse the National Temple of Labor Association, whose project is to erect a \$1,000,000 national temple of labor in that city.

Blacksmiths and machinists of the Northern Pacific Railroad shops resumed work on full time of nine hours on July 7. Four hundred men are immediately affected and it means full time for the entire force of 900 men at the shops.

The annual convention of the Western Federation of Miners opened at Denver, Colo., on July 13 and will continue for two weeks. The convention is composed of 230 delegates, coming from mining districts in the Western States, Canada and Alaska.

Governor Sanders of Louisiana has decided to appoint a permanent State Board of Arbitration to handle labor troubles. The Board will consist of five members, two to be suggested by employers and two by the employees, the four to select the fifth member.

John J. Brittain, George H. Lakey and Charles G. Grassel, business agents for the Carpenters' Union, were sentenced at Chicago, Ill., on June 30 to thirty days in jail for violation of an injunction against the calling of strikes on buildings under construction.

The total labor force actually at work on the last day of May on the Panama Canal was 21,036. After a trial of eleven weeks the employment of convicts and local prisoners at highway building in the Canal Zone is said to have produced revenue exceeding the cost of keeping the prisoners, besides improving their condition.

Cornelius P. Shea, President of the International Teamsters' Union, who was arrested on a charge of using the mails in a scheme to defraud by the sale of horses, was discharged by United States Commissioner Hayes at Boston, Mass., on July 3, after a hearing lasting two days, and Joseph H. Campbell, his alleged employer, was held in \$500 bail.

The Central Conference of American Rabbis at Frankfort, Mich., on July 7, adopted a resolution expressing "sympathy with all movements in State and Federal legislation that endeavor to abolish child labor, as well as with all movements that make for the proper development of child life through education and recreation." It was also resolved to aid in the fight against child labor.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aassen, Alfred
Adama, D. J.
Alhloff, W.
Amundsen, P.
Andersen, -1562
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Brehl, Adolph
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Fagerberg, Albin
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Freeland, Karl
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Gack, J. H.
Garnelson, C. W.
Gjerdens, Oscar
Gad, Sophus
Gallis, Gronner
Gardell, Chris.
Garnier, Jean Louis
Garten, Chris
Gonzalez, Juan
Gors, Fred
Govan, A.
Green, Hilgud
Greenland, H. A.
Gregory, P.
Grondall, A.
Gundersen, Tandrup
Gundersen, Johan
Gundersen, Christ
Gunn, Bert
Gustafsson, G. B.
Hartkoft, Joseph
Hassall, S. G.
Haugan, Albert
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Hedvall, A. W.
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Kenny, G.
Laaanti, Moses
Laine, Wm.
Lang, Gustaf
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Lantz, Gustaf
Larsen, Lars
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Larsen, Werner
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Lauritzen, Anton
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Lo Cante, H.
Lo Bloa, Sylvin
Le Sollen, Pierre

Lewald, H.
Lewis, T. M.
Liedtke, B.
Ljense, J. J.
Liljestrom, G.
Lind, A.
Lind, Frank
Lindberg, G. W.
Lindfors, Karl
Lindqvist, A. I.
Lister, Wm.
Ljungholm, Julius
Lofskog, Gus.
Lokke, Allick
Lopez, Francisco
Ludvig, Chr.
Lunde, Olaus M.
Lundkvist, John B.
Luckman, Ewald

Mackrodt, Jonny
Madsen, Magnus
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Mansen, Andrew
Marthinus, Olaf
Martin, -499
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Marz, John Henry
Mason, Chas.
Matheson, Hugh
Mathieson, Ludv.
Mattson, K. J.
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Olson, Anton
Olson, Karl
Olson, Emil M.
Olson, -991
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Pasher, Paul
Patsek, Chas. S.
Pearson, Ch.
Pedersen, Hans
Pedersen, Peder
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Pedersen, -1293
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Pendville, N.
Penny, Matthew
Penrose, Ed.
Perkins, John
Persson, Chas.
Peterson, -645
Peterson, C. G.
Peterson, Bertel
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Quinn, Wm.
Rasmussen, Emil
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Rasmussen, R.
Reese, Wm. E.
Reinhold, Ernst
Reininghaus, E.
Rehardsen, Frank
S.
Richelsen, Peter
Rigoulot, B. A.
Risley, L.
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Wiechmann, Aug
Zink, Edmund
Zebe, Gustav

Thompson, C.
Thompson, Herbert
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Thomson, Aug.
Tipp, Jos.
Ulla, Ole A.
Ursin, Kasper
Verdick, Carl
Vioreck, Henry
Von Asperen, W.
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Wells, -1095
Welure, John
Westermann, Frank
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Schmith, F.
Steind, L.
Sorensen, C.
Thomas, J. W.

Information Wanted.

Terkel Olsen, a native of Treungen, Norway, aged 56, is inquired for by his brother. Address Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Olaf Olsen Lund and P. S. Peder-sen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper El-dred Rock Light Station, Via Juneau, Alaska.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Seamen's Journal.

Domestic and Naval.

The German steamer Europa, from Bremen April 15 for Norfolk, Va., has been posted at Lloyds as missing.

The Navy Department has approved the survey of the cruiser San Francisco at Norfolk (Va.) Navy Yard. The vessel is to be fitted out for laying mines.

The schooner Charles H. Sprague, which was dismantled in a hurricane on June 26 while bound to Philadelphia, Pa., from Porto Rico, arrived at the first named port on July 3.

A fire believed to have been caused by spontaneous combustion or a locomotive spark swept nearly a quarter of a mile of the harbor front of East Boston, Mass., on July 8, causing property loss estimated at nearly \$1,500,000.

Breaking all previous records over the long-distance course across the Atlantic of 2891 miles, the Cunard liner Lusitania arrived at Sandy Hook lightship on July 10, the time of passage being four days, nineteen hours and thirty-six minutes.

The Italia line, which recently inaugurated a fast passenger and freight service between Philadelphia, Pa., and Naples and Genoa, is making a bid for a more central wharf at the former port, and desires to obtain docking facilities at Race street.

The steamship Verona, of the Italia line, arrived at Philadelphia, Pa., on June 30 from Genoa on her maiden voyage. She is a sister-ship of the Ancona, pioneer vessel of the new Italia service, and came across without passengers or freight.

The Bureau of Navigation reports that 1151 sail and steam vessels of 500,327 gross tons, were built in the United States during the year ended June 30. During the year ended June 30, 1907, 989 sail and steam vessels, of 423,577 gross tons, were built.

The North German Lloyd and Hamburg Steamship Companies have made application to the New Jersey State Riparian Board for the grant of an additional 100 feet of riparian rights on the Hudson River adjoining their present piers in Hoboken.

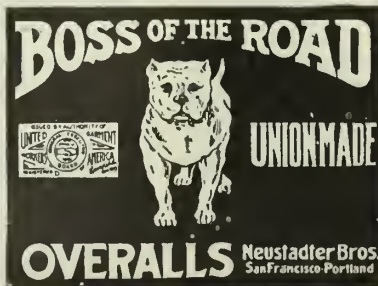
Struck by a hurricane and dismantled, the schooner Charles L. Sprague, Captain Small, from Porto Rico for Philadelphia, Pa., with cocoanuts, arrived at Norfolk, Va., on June 29 after having been towed into Hampton Roads by the Cuban steamship Yumari.

The Bureau of Navigation reports that 147 vessels, of 32,021 gross tons, were built in the United States during June. The largest steel steam vessel included in these figures is the James Corrigan, of 697 gross tons, built at Ecorse, Mich., for the Frontier Steamship Company.

Robert E. Peary on the steamer Roosevelt sailed from New York on July 6 on his ninth attempt to reach the North Pole. His party includes Professor Ross Marvin of Cornell, and other men of technical training and scientific ability. A large part of the equipment will be taken aboard at Sydney, Nova Scotia.

The steamship Castilian Prince, which arrived at New York recently, reported sighting a large full-rigged ship ashore on Olinda Reef, off Pernambuco, Brazil. The vessel, which had apparently stranded recently, was riding upright with all masts standing and sails unbent. She was too far off to make out her name or see if any one was on board.

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—New York Sun.

A Team.—The Suffragette—"I'm weary of being a bachelor-girl."
The Sufferer—"Well, don't you know any fellow who's tired of being a spinster-man?"—Exchange.

His Wish.—Husband (of sarcastic wife)—"Oh, I wish I was dead!"
Wife—"Yes, I dare say it would just suit a lazy fellow like you to be lying in your coffin all day with nothing to do."—Exchange.

Her Method.—"Do you believe in the power of suggestion?"
"I certainly do. If I suggest oysters often enough, Charley usually invites me to have some."—Pittsburg Post.

The Spring Menu.—"I suppose your landlady is feeding you spring vegetables now."
"Yes, indeed. Pickled onions, canned asparagus, preserved beets and the like."—Kansas City Journal.

Proof.—"Do you know that your chickens come over into my garden?"
"I thought they must be doing that."
"Why did you think so?"
"Because they never come back."—Cleveland Leader.

Not So Bad.—Mr. Subbs (after engaging cook)—"There's one other thing I suppose you should know. Miss Flannigan—my wife is a chronic invalid, confined to her room."
Miss Flannigan—"That's fine! I worry she might be wan iv thim chronic kickers that ar-re confined t' th' kitchen begobs!"—Puck.

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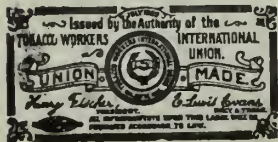
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 44.

SAN FRANCISCO, WEDNESDAY, JULY 22, 1908.

Whole No. 1074.

THE PRO-INJUNCTION PLANK.

THAT the so-called Anti-Injunction plank in the Republican platform is in reality a pro-Injunction declaration, a declaration in favor of maintaining rather than modifying the present practice of the courts in the issuance of injunctions in labor disputes, is amply demonstrated by the publicly-announced views of those best qualified to speak concerning the policies of that party. Immediately following the action of the Republican convention the Journal republished the opinions of the two Republican newspapers of San Francisco, the Call and Chronicle, the substance of which was that the Anti-Injunction plank "means nothing in particular." In the same issue the opinion of an even higher authority—the very highest authority, in fact—in the person of Speaker Cannon, was quoted to the effect that the Anti-Injunction plank constitutes a mandate to enact legislation "confirming the present practice of the courts."

Later expressions from similar sources add, if possible, to the conclusiveness of judgment passed upon the Republican declaration on the subject of the Injunction. A few of these expressions are herewith reproduced. The North American Review, which, although pretending Democratic leanings, is well known to be in accord with Republican policies in all matters in issue between the public and the "Interests," in its July issue says:

The plank relating to court injunctions, which was finally agreed upon, after long and heated discussion in the Committee on Resolutions, is virtually a defeat for the labor-unionists, and for the Roosevelt-Taft wing of the Republican party. As finally framed and adopted, it simply recommends that no injunction should hereafter be issued without notice, except where irreparable injury would result from delay, in which case a speedy hearing should be granted to the enjoined party on an order to show cause. This simply amounts to a recommendation that Congress should define by statute one of the powers which already is exercised in the way proposed by Federal Courts of Equity.

One of the most pronounced expressions showing the pro-Injunction intent of the Republican plank is that of the New York Tribune. That paper confirms the charge insistently made by organized labor that to temporize with the subject is to legalize a wrong that now rests upon a mere assumption of authority. The Tribune says:

It is not an Anti-Injunction plank. It is not in favor of the creation of a special class exempt from the operation of the writ, but merely calls for the prescription by statute as the regular procedure in injunctions of what is now the almost universal practice of the courts. It has always appeared to us that this, instead of weakening the courts, would strengthen them by giving a legislative standing to what now has no basis but

judicial custom, and thus silencing the complaint of the ignorant about "usurpations of the Judiciary."

In any discussion concerning the bearing of a given measure upon the relations between labor and capital, the opinion of the National Association of Manufacturers is not without a certain value. President Van Cleave, of the Association, is in agreement with the best Republican authority, that the Anti-Injunction plank of that party in reality confirms the present practice of the courts. President Van Cleave says:

The language of the so-called Injunction plank was framed to throw a sop to Cerberus, but that can not conceal the fact that the determined opposition compelled indorsement of the only practice in the issuance of injunctions that has ever prevailed in our courts, and the declaration of confidence in the integrity of the bench which has so acted in accordance with seven centuries of judicial practice.

Another opinion, by no means less authoritative than the foregoing, but rather more so by reason of the disinterestedness of its author, is that of The Public of Chicago, Ill. The Public states the whole case against "Government by Injunction" in the following lucid manner:

One of the planks of the Republican platform, the plank on labor injunctions, is denounced by many as deceptive. We do not read it so. It is one of the fairest declarations in the whole document. It could not possibly have been any more frank without disregarding every principle of diplomacy in the formulation of public declarations.

What the convention meant, and what Mr. Taft stands for on this subject, is the utilization of the autocratic process of injunction for the protection of employers in the hiring of workmen in the cheapest market. Labor injunctions are utilized for the purpose of defining offenses against property in particular cases, without the intervention of the Legislature; they are utilized for the purpose of defining as property the right to make any kind of contracts of hire that a glutted labor market affords; their violation is tested by mere affidavits, and without living witnesses or the benefits of cross-examination, and before the injunction-issuing judge and without the intervention of a jury; the punishment is as absolutely in the discretion of the judge as is the finding of fact. The writ itself is a survival of the autocratic power of the king, acting through his chancellor. It was manifestly intended by the Republican leaders to preserve this autocratic power in cases of labor strikes, and that is precisely what the Republican platform, with almost brutal frankness, demands.

It declares against any modification of the process of injunction; and while it expresses belief in the desirability of a notice before the process issues, except in emergent cases, it thereby merely re-declares the law as it exists. The evil of injunctions in labor cases is not that they are issued without notice. Neither is it that prompt hearings are denied. The substantial evil is that

they create judge-made law; that under them convictions of crime are secured indirectly without a jury; that the testimony is by affidavit, and that there is no opportunity to cross-examine witnesses. The innovation of labor injunctions—for these injunctions were legal novelties only a few years ago—was a distinct stride in the direction of creating a new species of property for business men. They created property for employers in the labor of workmen. And for the preservation of this new kind of property they subject strikers to a summary and irresponsible trial, by a judge without a jury, for alleged crime. This is the evil which the Republican convention was called upon by labor organizations to declare against. It is the evil which employers' organizations asked it to perpetuate. The refusal of the convention to declare against this judicial innovation was frank enough; its declaration in favor of it was equally frank. Whatever else may be said of the labor-injunction plank of the Republican platform, it can not be denounced as deficient in candor.

The position of the labor movement upon the Injunction issue is clearly set forth in a statement issued by the American Federation of Labor during the sessions of the recent Democratic National convention, as follows:

THE ESSENCE of LABOR'S CONTENTION on the INJUNCTION ABUSE.

Issued by the Executive Council of The American Federation of Labor.

The crass ignorance of corporation lawyers and a hostile press is so rampant on the position and attitude of labor upon the abuse of the injunction process that we deem it a public service as plainly and concisely as possible to submit labor's attitude and contention. It will be seen that labor neither questions the integrity of nor desires to "shackle" the courts; that it stands for and insists upon absolute equality before the law—nothing more, nothing less. We believe we have the right to demand that the press, however hostile, shall not wilfully misrepresent or misinterpret labor's position. We ask a careful consideration of labor's contention upon this all-important question of our time, and we challenge a discussion of the points here submitted. Labor insists that:

The writ of injunction was intended to be exercised for the protection of property rights only. He who would seek its aid must come into court with clean hands.

There must be no other adequate remedy at law.

It must never be used to curtail personal rights. It must not be used ever in an effort to punish crime.

It must not be used as a means to set aside trial by jury.

Injunctions as issued against workmen are

never used or issued against any other citizen of our country.

It is an attempt to deprive citizens of our country, when these citizens are workmen, of the right of trial by jury.

It is an effort to fasten an offense on them when they are innocent of any unlawful or illegal act.

It is an indirect assertion of a property right in men when these men are workmen engaged in a lawful effort to protect or advance their natural rights and interests.

Injunctions as issued in trade disputes are to make outlaws of men when they are not even charged with doing things in violation of any law of state or nation.

We protest against the discrimination of the courts against the laboring men of our country, which deprives them of their constitutional guarantee of equality before the law.

The injunctions which the courts issue against labor are supposed by them to be good enough law to-day, when there exists a dispute between workmen and their employers; but it is not good law—in fact, is not law at all—tomorrow or next day, when no such dispute exists.

The issuance of injunctions in labor disputes is not based upon law, but is a species of judicial legislation, judicial usurpation, in the interests of the money power against workmen innocent of any unlawful or criminal act. The doing of the lawful acts enjoined by the courts renders the workmen guilty of contempt of court, and punishable by fine or imprisonment or both.

Labor protests against the issuance of injunctions in disputes between workmen and employers, when no such injunctions would be issued when no such dispute exists. Such injunctions have no warrant in law and are the result of judicial usurpation and judicial legislation rather than of Congressional legislation.

In all things in which workmen are enjoined by the process of an injunction during labor disputes, if those acts are criminal or unlawful, there is now ample law and remedy covering them. From the logic of this there is no escape.

No act is a crime unless there is a law designating it and specifying it to be a crime.

No act is unlawful unless there be a law on the statute books designating and specifying it to be unlawful; hence it follows that:

No act is criminal or unlawful unless there is a law prohibiting its commission; and it further follows that:

An injunction never was intended to apply and never should be applied, and in fact never is applied, in cases other than in disputes which arise between workmen and their employers.

It is agreed by all, friends and opponents alike, that the injunction process, beneficent in its inception and general practice, never should apply, and legally can not be applied, where there is another ample remedy at law.

We assert that labor asks no immunity for any of its men who may be guilty of any criminal or unlawful act.

It insists upon the workers being regarded and treated as equals before the law with every other citizen; that if any act be committed by any one of our number, rendering him amenable to the law, he shall be prosecuted by the ordinary forms of law and by the due process of law, and that an injunction does not lawfully and properly apply and ought not to be issued in such cases.

The injunction process, as applied to men engaged in a dispute with employers, includes the allegation of criminal or unlawful acts as a mere pretext, so that the lawful and innocent acts in themselves may also be incorporated and covered by the blanket injunction. And the performance of the lawful and innocent acts in themselves, despite the injunction, renders them at once guilty of contempt of the court's order, which is summarily punished by fine or imprisonment, or both.

In itself the writ of injunction is of a highly important and beneficial character. Its aims and purposes are for the protection of property rights. It never was intended, and never should be invoked for the purpose of depriving free men of their personal rights, the right of man's ownership of himself; the right of free locomotion, free assemblage, free association, free speech, free press; the freedom to do those things promotive of life, liberty and happiness, and which are not in contravention of the law of our land.

We re-assert that we ask no immunity for ourselves or for any other man who may be guilty of any unlawful or criminal act; but we have a right to insist, and we do insist, that when a workman is charged with a crime or any unlawful conduct, he shall be accorded every right, be apprehended, charged and tried by the same process of law as any other citizen of our country.

With our position so often emphasized and so generally known, it is nothing less than wilful untruth and misrepresentation for any one to declare that it is our purpose to obtain any special privilege, particularly the undesirable and unenviable liberty of creating a privileged class of wrongdoers.

When the real purposes and high aspirations of our movement and the legislation it seeks at the hands of the law-making power of our country shall be better understood by all our people, and the great uplifting work which we have already achieved shall find a better appreciation among those who now so unjustly attack and antagonize

us, our opponents will be remembered for their ignoble work and course.

The injunctions against which we protest are flagrantly and without warrant of law issued almost daily in some section of our country and are violative of the fundamental rights of man. When better understood, they will shock the conscience of our people, the spirit and genius of our republic.

We shall exercise our every right, and in the meantime concentrate our efforts to secure the relief and redress to which we are so justly entitled.

Not only in our own interest, but in the interest of all the people of our country, for the preservation of real liberty, for the elimination of bitterness and class hatred, for the perpetuation of all that is best and truest, we can never rest until the last vestige of this injustice has been removed from our public life.

Denver, Colo., July 7, 1908.

JAPAN SWEEPING WESTWARD.

Japan is, on the seas, sweeping westward, for Suez is the entrance to the West. When in the Japanese budget we read of the annual appropriation for promoting shipping and aiding lines of the merchant marine we may look with more than casual curiosity to the clauses that relate to the European service and to the plans of the steamship companies which are granted the subsidies, while we may also ponder on the reported offer of the Japanese shipyards to rebuild Spain's navy. The aids and subsidies passed by the Japanese Diet in 1907 for steamship lines and ship construction were only a little below \$5,000,000, and in the budget for 1908 there is \$1,300,000 for subsidizing the European or Suez service. The Japan Oriental Steamship Company decided to dispatch occasional cargo boats to Europe in addition to the regular fortnightly service, and the auxiliary service was opened in 1907 with the Colombo Maru, of 4700 gross tonnage, and with other ships of a tonnage ranging from 4500 to 5000. In the New World West our interest is enhanced by the rumor that a new line of steamships of 6000 tons and upward will be established between Kobe and New York via Suez.

In 1907 the mercantile marine of Japan consisted of 1446 steamships, of a gross tonnage of 1,035,000 and a registered tonnage of 639,000, and of 4044 sailing ships of foreign model whose gross tonnage was 346,000. We may leave out the sailing ships from our present survey because they do not traverse the canal. The story that now claims us is of the Japanese steamships which pass through Suez and of their progressive increase.—Charles M. Pepper in the April Scribner's.

The Toyo Steamship Company has definitely determined to abandon its South American service. This resolve is said to be based mainly on the falling off of Chinese immigrants to Peru, whose transport has formed one of the company's principal sources of profit. Two steamers now employed upon this line will be removed. One will be returned to the Naval Department, from which she is chartered, and the other to her English owners.

The maximum draft of vessels navigating the Suez Canal having been increased since January 1, the regulation then in force has been modified as follows: The passage through the Canal is opened to all vessels of whatever nationality, on condition that their draft of water does not exceed 8.53 meters. The maximum draft is thus increased one English foot, or from 27 to 28 feet.

Demand the union label on all products.

NEW SIBERIAN RAILROAD.

The Russian Government is determined upon the policy of constructing an Eastern line to the Pacific that will be entirely within Russian territory. This was the original scheme in contemplation, but which was abandoned in favor of the shorter route through Manchuria, constructed under such an arrangement with the Chinese Government as seemingly assured Russia a long lease of control. The Manchurian route to Vladivostok was not only much shorter than the surveyed line, located north of the Amoor, but led through a country much more thickly populated and having a climate far less rigorous in the winter months. The completion of the Trans-Siberian road along the northern extension was and is a most daring proposition, both in its aspects as an engineering problem and as an industrial or development scheme. There must be constructed 1400 miles of new road to complete the all-Russian route, and the region through which it must be built is almost as inhospitable as Alaska. The year-round mean average temperature is below the freezing point. At a depth of three feet the ground remains perpetually frozen, just as is the case in the Klondike region of Alaska.

The measure committing the Government to the enterprise of building this new Eastern outfit is now before the Douma. The bill passed to its second reading recently by a favoring vote of 212 to 101, though after a stormy opposition by the minority. Kneuga, instead of Nertchinsk, has been determined upon as the point from which the new line in contemplation will diverge. The change, however, lessens the construction work that will be necessary by only thirty miles. Vladivostok, which is in Russian territory, is to be the terminus of the new route, as it is of the present extension through Manchuria. The expectation is that the northern link will be completed at a cost not exceeding \$120,000,000. Considering the nature of the country through which construction must be pushed, it is exceedingly doubtful, however, that the estimate is even approximately close to what the cost must be.

Siberia is for the most part an unexplored region. It has a total area of more than 4,500,000 square miles, but not half of this is habitable. Though the line to be built will skirt the extreme southern border of Eastern Siberia, being only separated from Manchuria by the Amoor River, the route is through a land that is frozen during eight months of the year, and yields only sparsely in grasses, wheat and rye. It seems scarcely possible that any great amount of traffic can ever be developed along this new way. Possibly there may be opened up valuable coal or mineral resources, a new gold region even may be discovered, but all this is based upon the hazard of lucky chance. The enterprise has not been inspired from a consideration of the possible revenue which will be derived from the realization of the scheme. As a national policy it has evidently been determined as of paramount importance to have a Pacific outlet entirely upon Russian territory.—Baltimore American.

Canada has spent \$91,000,000 in canal construction, and is now expending \$1,730,000 annually for further improvements. Last year over 51,000,000 tons of freight were transported through the canals.



On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions.)



THE DIP OF THE SENTINEL.

July 10 was a red letter day in the history of the New York branch of the Atlantic Coast Seamen's Union. On that date the Union's new launch, now fully completed and ready for service, was raised from her cradle on the strong arm of a hoisting crane and lowered gently into the turbulent harbor water. The operation was successfully and quietly carried out, in the presence of several officers and members of the Union, and was not punctuated by any of the usual, time-honored ceremonies by which such occasions are generally marked.

With characteristic modesty our members quietly refrained from any demonstration or flourish of trumpets over the event, and soberly contented themselves with the inward satisfaction of witnessing a good job well performed and the knowledge that it was performed at their command.

Nevertheless the members had just cause for self-gratulation in the launch of the Sentinel, for besides being a staunch and able craft, built expressly to our own order, she is also the first craft ever designed and built entirely to the order of the Atlantic Coast Seamen's Union.

The new launch is most substantially and carefully built throughout, and is designed to withstand any amount of hard service and hard knocks, and develops a good rate of speed as well.

She is 24 feet over all. All her frames are made of well-seasoned white oak hewn and fitted together after the most approved methods of the shipwright's art.

The lower streaks along her keel on each side are also of oak, as well as her guards and top works. For the rest her side planking is of pitch pine well secured and fastened throughout with galvanized iron bolts. Altogether she is as staunch and sturdy in all respects as a harbor tug boat and should be able to withstand the buffetings of the bay for many years to come.

The Sentinel is not intended for a pleasure yacht; yet she is not without grace. She is a sailors' craft, built by sailors for business purposes and, judging by appearances, she ought to fill the bill.

In spite of her sturdy appearance the Sentinel has fine lines under water, and when driven by the four-cycle, twin cylinder, ten horsepower Palmer gasoline engine with which she is equipped, she is expected to attain a maximum speed in excess of ten knots.

The Sentinel will probably be officially placed in commission early this week, and it is safe to assert that she will be the only craft in New York harbor manned by a full union crew from captain down.

The great advantage to the Union which the possession and operation of this launch must insure cannot be over-estimated. It will enable our limited force of delegates to patrol the hundreds of miles of dock frontage in New York and vicinity far more thoroughly and effectually than it has ever been done before, not to mention the facility with which they can reach ships in the stream and vessels lying in various out-of-

the-way places that would be otherwise inaccessible.

We firmly believe that the launch will effect a tremendous saving in time and traveling, and that as an organizing factor she will increase the working power and practical efficiency of our officers by at least four-fold.

She should prove a great acquisition and a valuable asset to the Union, and the money expended in her construction should result in a good investment and a lasting benefit.

Here's to our sturdy Sentinel!

The man who built her did it well;

She's trim and shapely, swift and staunch,

So, "Three times three" for the Union launch.

JAMES H. WILLIAMS.

New York.

NEW SOUND STEAMER.

The steamboat Commonwealth, the most palatial and costly vessel of her type ever built in an American shipyard, made her first trip between New York and Fall River on July 3. The Commonwealth is the largest and speediest vessel on Long Island Sound. Her length over all is 455.8 feet; beam moulded, 55 feet; beam over guards, 94.7 feet; displacement, 6000 tons; indicated horsepower, 11,000, and average speed in service 22 miles an hour.

The Commonwealth, which has been built to order of the New England Steamship Company, has been under way about a year and was launched last October. Her hull is of steel and she is provided with a double bottom extending practically the entire length of the ship. In the construction of this magnificent vessel her builders have made her as nearly unsinkable as possible. There are five passenger decks with accommodations for 2000 passengers. Her builders say that the interior decorations are not surpassed by any marine work in the world, not even excepting the newest of the great ocean liners running between New York and Europe. More than \$500,000 was expended in the decoration, finish and equipment of the Commonwealth. The total cost of the Commonwealth is estimated at \$2,000,000.

A nautical correspondent says there is a good joke going the rounds of a certain institution where shipmasters and officers foregather. He says that the captain of a steamer trading to the Southern States, who is a strict temperance man, had reason to reproach the chief officer for having "got over the line" while in harbor. The incident having been repeated, the skipper made an entry in the log: "Mr. ———, chief officer, was under the influence of drink to-day." The officer remonstrated, and said the entry would seriously injure him. But his commander was obdurate, and said, "It is a line entry, and must stand." A few days later when it was the chief officer's duty to enter up the log, he wrote: "The captain was sober to-day." It would appear from our correspondent that "the old man" became very vexed, and the only answer he could obtain to a string of variegated interrogations was "The entry is a line one, and it must stand."—Master Mate and Pilot.

FOOD FOR CASTAWAYS.

Depots of food and clothing supplies are maintained on the shores of the southernmost of the Auckland Islands for the benefit of sailors who may have the misfortune to be cast up on these barren stretches of land.

These islands are on the extreme southern edge of commercial navigation. Supply depots are now maintained on them because they are uninhabited and it is difficult for castaways to maintain life on these bleak rocks while awaiting some passing ship, whose coming may be long deferred.

Sailors in that part of the country have all felt reasonably secure because of the knowledge that provisions had been made by the Government for such emergencies as shipwrecks, but recently it developed that twelve sailors from the unfortunate Dundonald spent eight long months in utter misery on one of these islands, subsisting on such fish as they were able to kill with sticks.

They hunted persistently for the supply depots which they knew to exist, but were unable to find any evidence of them. It happened that they were not supplied with the maps which are issued giving the particulars of their location.

These maps are printed and issued every year by the Government, giving directions concerning the depots of provisions and clothing which it keeps on seven groups of islands between New Zealand and the Antarctic Circle. The latest series of maps and instructions that has reached New York was printed last year.

The main island in the Auckland group is about thirty miles long and twenty miles wide in its broadest part, and it is not very easy to find the depots without the directions. The survivors of the wrecked steamer say they could find no boat, but the New Zealand Government asserts that three lifeboats are kept there, two at the north and one at the south end of the group, and the map shows their position.

It also shows the position of the three supply stations on the main island, and the printed directions mention clothing, biscuit and other food, medicine, tools, etc., among the supplies. The French sent the war vessel *Eure* last year to the islands of Amsterdam, St. Paul and Kerguelen, on the southern edge of the Indian Ocean, to establish provision and clothing stations for shipwrecked mariners.

Both the French and the New Zealand Governments distribute instructions how to find these stations, with lists of what they contain, including at each depot about a ton of preserved beef and biscuit, warm underclothing, cooking pots, matches, all packed in iron-hooped barrels, coated with tar and sand and covered with tarpaulin.

Shipping still continues very dull on the Atlantic Coast, with very little prospect for an immediate change for the better. Charters are very scarce, but most of the vessels are moving, though very slowly. It is very gratifying to note that all of the vessels controlled by Captain John Crowley are chartered and making pretty fast time, although the freights are extremely low.

World's Workers.

Sydney street-car drivers are asking for the closing in of the front of the cars to protect them from the rain.

The Waterside Workers' Union of Maryborough, Australia, has purchased an allotment of land in Kent street, with the object of later on erecting on it a hall to hold its meetings in.

Gympie, Australia, shop assistants have united in a Saturday Half-Holiday Association, and it is expected that they will fall into line and join the Federation of Shop Assistants at an early date.

A dispute in the painting trade was settled in the Sydney (Australia) Arbitration Court recently, when the painters were awarded a minimum rate of 1s. 3d per hour, for a forty-four hour week.

Every advantage is being taken by some of the unscrupulous mine managers on the Gympie (Australia), field to reduce wages, and there are some truckers trucking from machines at the low wage of 6s. 8d. per shift.

Sixty London waitresses employed in a flash Picadilly restaurant went out on strike recently in sympathy with their leader, who had been discharged for being an agitator. They have opened a restaurant of their own, which the public is generously supporting.

In some parts of the Mackay (Australia) district 25s per week is being paid, by small growers principally, which is the rate unanimously agreed upon at the annual meeting of the employers in December last, but which none of the large employers would agree to pay.

At a recent meeting of the Brisbane (Australia) Operative Bakers' Union it was reported that two Maryborough bakers had been victimized for assisting to form a union in that city. At the same meeting a letter from the Melbourne branch was read, stating that it was expected that night work would soon be abolished in Victoria.

The male and female workers in the weave room and in the shearing establishment of the principal corduroy factory in Hanover, Germany, do piecework and earn 15 to 28 marks (\$3.57 to \$6.66) weekly, according to their ability. The men and women in other branches of the establishment earn, on an average, about 3.30 marks (79 cents) per day of 10 hours.

As a way to secure for the Maryborough (Australia) teamsters the same hours as shop assistants, the local organization recently adopted a resolution that none of its members should ask traders to deliver goods after 4:30 p. m. The organization is also having a petition signed by the residents of the town for presentation to the storekeepers, in the hope that the latter will agree to fall in with its views on the matter.

In the Arbitration Court at Perth, West Australia, recently, an application was dealt with, which arose out of the dispute between the Nungarra Miners' union of Workers and the Black Range and Sandstone Development Company. The Court awarded 13s. 4d to the miners working in the ordinary way. An increase of 10d. was given to rock drill men, working in other parts of the mine, except in the rise of winzes, where they would receive 12s. 10d., and except in a shaft, when they would receive 15s. 4d.

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INFORMATION WANTED.

Julius Friedrich Clausen, born at Flensburg, Germany, is inquired for by the German Consul, No. 51 Third street, San Francisco.

Sigurd Hagbard Borge, No. 1568, Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Juga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Albert Dietrich, bluish eyes and prominent upper teeth, fair complexion, dark blonde hair, 13 years of age, 4 feet 8 inches tall, missing from his home, 1539 Ninth avenue, Sunset, San Francisco, since November 27, 1907, is inquired for by his parents at the foregoing address. A reward of \$50 will be paid by the parents for information concerning the whereabouts of the missing youth.

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INFORMATION WANTED.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Pacific Coast Marine.

The United States battleship fleet arrived at Honolulu, T. H., on July 16.

The schooner Forester, with O. A. Daerweritz as master, was enrolled at the San Francisco Custom-house on July 16.

Alex Nicolson was recorded at the San Francisco Custom-house on July 16 as master of the steamer Coos Bay, vice James Bowen.

The bark Lady Wolseley, 158 days from Astoria for Queenstown, which was posted on the overdues at 8 per cent, has arrived at her destination.

The following changes of masters were recorded at the San Francisco Custom-house on July 11: Steamer Santa Rosa, George H. Zeh, vice E. Alexander; schooner Montezuma, Axel Olsen, vice K. J. C. T. Sjagren.

The new tug Ajax arrived at San Francisco on July 17 eighty hours from Seattle, in command of Captain Atwater. The tug was built at Seattle for the Southern Pacific Company and will be used on the Bay as a fire tug.

The steamer Argo, Captain Watson, which went ashore off Eel River, Cal., several weeks ago, has been successfully floated. An examination of the vessel's hull showed that she was practically uninjured. The vessel's cargo had been taken off some time previously.

May E. Bowen on July 14 filed suit for \$10,000 damages against the Pacific Coast Steamship Company because she lost her voice as a result of being forced to take a stateroom on the steamer Queen which had recently been fumigated.

The steamers of the Alaska Steamship Company, the Victoria, Yucatan, Pennsylvania, Santa Clara and Northwestern, will soon be equipped with wireless systems, and if caught in the ice at any time will be able to be in communication with the world outside of the ice fields.

Leaking badly, her stem entirely carried away, the steam-schooner Iaqua, Captain Hansen, steamed slowly into San Francisco on July 12 from Eureka, and reported having collided with the steam-schooner Acme, lumber laden, also from Eureka for San Francisco, in a dense fog off Eureka bar.

Captain J. Walter Johnson was installed as Secretary of California Harbor of the American Association of Master Mates and Pilots, at San Francisco on July 17. He takes the place of Captain R. N. Pippy, who has resigned after nineteen years of service.

The Japanese Government training ship Taisei Marue, a four-masted bark equipped with auxiliary power, arrived at San Francisco on July 17 after a cruise of fifty days from Yokohama. She is manned by eleven officers and a crew of fifty-six men and sixty-three cadets under training for the merchant marine.

The new steam-schooner J. J. Loggie, Captain Reiner, arrived at San Francisco on July 14, thirty-six hours from Bandon, in tow of the tug Hercules. The new craft was built for the McKay Lumber Company, and will go into the coastwise traffic. She will be engined by the United Engine Works.

The following changes of masters were recorded at the San Francisco Custom-house on July 17: Schooner Albion, S. R. Estvold, vice Simus Jensen; steamer Sea Rover, Otto W. Olson, vice C. C. Titchworth; steamer Restless, John Olsson, vice Oscar L. Thomsen; steamer Fearless, R. B. Seike, vice John Olsson.

The following changes of masters were recorded at the San Francisco Custom-house on July 15: Schooner Florence, Cadue, Matthias Schone vice George L. Hobbs; steamer Aurora, C. F. Christiansen, vice William J. Atthowe; schooner Master Mariner, Fred Haines, vice Andrew Anderson; schooner Anastasia, Carl M. Nelson, vice Fred Sorenson.

A lighthouse has been established at Napoopoo, a little village on Kealakakua Bay, T. H., near where Captain Cook was killed and about 1000 feet from where his monument stands. It is a fixed white lens lantern light about ninety feet above the water and forty feet above the ground, on a lead-colored mast having at its base a small white house with a red roof and lead-colored trimmings.

There is a probability that after all the wireless stations at Nome and Fort Gibbon, Alaska, will be established this year. As the equipment for the Nome station was damaged by the flooding of the hold of the Ohio, in which it was shipped, it was feared that it would be impossible to install the Nome station this season, but now it is believed that the working instruments can be got together to establish the Nome station, and every effort will be made to do so.

The pack of sockeyes in Northern British Columbia waters does not equal that of last season at this time, according to a statement made on July 13 by W. H. Parker, President and General Manager of the British Columbia Packers' Association, who returned recently from a trip as far as the Skeena River. The pack of sockeyes at River's Inlet is about one-third of what it was at this time last year, but on the Skeena the pack about equals that of last year at this time.

Minus five of her crew, who were claimed by

the rigors of the icy north, the codfishing schooner Czarina, Captain Koehler, returned to San Francisco on July 11, twenty days from Northwest Harbor, with a cargo of 186,500 codfish. The Czarina lost four of her men, drowned by the capsizing of a dory, and the cook, who succumbed to heart failure. Two of the drowned men were Albert Schmidt and Ower Hervig. The cook was August Berkholtm.

Captain John Ronald, master of the British tramp steamer Braemont, which arrived in San Francisco on May 6, was arrested on July 11 on a warrant charging him with having aided and abetted in the illegal landing of a Chinese alien. He was identified before Commissioner Heacock and released on \$500 bonds pending his preliminary examination. The charge grew out of the escape of one of the Chinese firemen while the Braemont was waiting charter.

The following changes of masters were recorded at the San Francisco Custom-house on July 13: Steamer Isleton, W. J. Athowe, vice B. F. Beringer; steamer Sea Fox, W. M. Randall, vice E. A. Sandstrom; steamer Leader, N. J. Richardson, vice Donald Kennedy; steamer Christopher Columbus, Virginio Falcon, vice Thomas G. Low. The following were enrolled at the Custom-house: Barkentine Chehalis, R. J. Lawson, master; steamer Atlas, Walter C. Badger, master.

Work on raising the stranded steam-schooner Minnie E. Kelton, at Astoria, Or., has been temporarily suspended by Captain Genereaux, salvor for the insurance companies. He had raised her above the water line by the four cables under her and attached to barges alongside, but decided that the cables were not strong enough and to be certain of his position he released the cables and permitted her to drop to the bottom until stronger cables can be secured in position. The trial was an extremely successful one and its ultimate success is practically assured.

A libel was filed in the United States District Court at San Francisco on July 17 by Sinius Jensen, former master of the schooner Albion, against Mary Sparks, the schooner's owner, to recover \$78.33 alleged to be the balance of wages due. He alleged that he was employed by the respondent April 15, 1908, to serve as master of the craft in plying between San Francisco and Siuslaw, Or., and that he served faithfully until July 15, when he was discharged. In addition to a wage of \$50 a month he alleges that he was to receive 5 per cent of the net earnings of the Albion.

Following is the reinsurance list, as posted at San Francisco on July 17: American ship Bangalore, 268 days from Norfolk for Honolulu, 90 per cent; bark Ester, 225 days from Amsterdam for Macassar, 15 per cent; bark Carned Llewellyn, 150 days from Caleta Buena for Falmouth, 40 per cent; bark Fennia, 141 days from Iquique for Falmouth, 10 per cent; ship Toxteth, 137 days from Tocopilla, 10 per cent; ship Samoea, 142 days from Caleta Buena for Channel, 8 per cent; bark Guethary, 144 days from Astoria for Queens-town, 8 per cent; ship Arethusa, 123 days from Port Talbot for Iquique, 8 per cent; ship Oregon, 137 days from Barry for Callao, 8 per cent; bark Lota, 128 days from Liverpool for Valparaiso, 8 per cent; ship Sokoto, 124 days from Port Talbot for Iquique, 8 per cent.

The most notable case of "missing" is that of the American iron ship Bangalore, now out 273 days from Norfolk, Va., for Honolulu. She heads the list of overdues at 90 per cent, and has caused much alarm in maritime circles. Since November 24, 1907, the missing ship has not been heard from. At that time she was spoken in latitude 7 north and longitude 26 west. The Bangalore is 1743 tons gross and 1560 tons net, is 260 feet long, 40 feet beam and 23 feet deep. She is valued at about \$75,000, of which less than two-thirds is insured. Her owners include Captain A. N. Blanchard, who was skipper of the Bangalore from 1897 to 1906, when he was succeeded by his brother, Captain P. B. Blanchard, who was followed by Captain Colley. The Bangalore is manned by a crew of twenty-one men and has a coal cargo to the United States navy at Honolulu.

A submerged rock was located by employees of the Harbor Commission at China Basin wharf, San Francisco, on July 17. Recently a vessel docking there suffered an injury to her keel thought to have been caused by a submerged pile. On July 17 Martin McGowan and Ike Burns of the Harbor Commission's forces went out to investigate and found the cause of the trouble to be a rock. Soundings were taken and showed that the rock was about nineteen feet below the surface at low water. It lies 325 feet southerly from north end of the China Basin dock and 350 feet easterly from the dock. The discovery of the submerged rock is an important one, as vessels drawing as much as twenty-six feet of water often dock at the wharf. Soundings showed from nineteen feet to twenty two feet of water around the rock. The find will be reported to the engineer of the Harbor Commission and some action will be taken to have the rock removed, as it is considered a menace to shipping.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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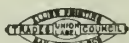
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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 22, 1908.

INSULT TO INTELLIGENCE.

Mr. Gompers made a bargain with the Democratic leaders to deliver the "labor" vote of the country in consideration of the insertion of one particular plank which he desired.—San Francisco Chronicle.

The foregoing is the opening sentence of an editorial in the leading Republican newspaper on the Pacific Coast. To quote further from the Chronicle is unnecessary for our purpose, which is to demonstrate the weakness of the methods being used to discredit the Anti-Injunction plank in the Democratic National platform. We dislike to use "short and ugly" words, but we are nevertheless constrained to denounce the Chronicle's statement as a deliberate and barefaced lie. The fact that a "great daily" stoops to flagrant falsehood is, by all rules of debate, a confession of defeat. The Chronicle's methods are those of the man who, being defeated in argument, resorts to insult, with the object of provoking a physical encounter, thus affording him a chance of retrieving his laurels. Evidently the Chronicle purposes to "start a fight" over the false issue of Mr. Gompers' "bargain to deliver the labor vote," as a means of obscuring the real issue of "Government by Injunction." In this the Chronicle and other papers similarly disposed are doomed to defeat. The Injunction issue is up for settlement. That issue can be settled only by one means, i. e., by full, fair and free discussion. To attempt the settlement, or rather suppression, of that issue by misrepresentation and slander is merely to postpone final judgment, if not, indeed, to provoke a more drastic reform than that now sought.

Passing over the compliment (?) paid to the intelligence of the Democratic National convention by the implied charge that that body was led to adopt the Anti-Injunction plank by a promise on the part of one man to "deliver the labor vote," it need only be remarked that there is no man in the public life of the country more fully alive to the limitations of official authority, nor more disposed to keep well within these limitations, than is President Gompers. The same is true of the men associated with the latter on the Executive Council of the American Federation of Labor. A statement or suggestion that any one of these officials has, even by the slightest

inference, "bargained to deliver the labor vote" needs only to be uttered to be laughed at by all who are acquainted with Mr. Gompers and his associates. Common sense alone, in the absence of personal acquaintance, is sufficient to disprove the charge of bargaining. If any bargain was made by the members of the Democratic convention, it was made between the members and their own judgment. Most likely the members bargained, that is, agreed, with themselves that by pledging their support to the proposals submitted by the representatives of labor they would receive the support of labor at the polls. The bargain, if any was made, was a bargain to invite, not to deliver, the "labor vote."

The despair of the pro-Injunction press is further illustrated by the liberal, in fact reckless, manner in which the so-called "labor leaders" are quoted as disapproving of Mr. Gompers' "bargain." All the elements of labor leadership which have for years been recognized as opponents of the American Federation of Labor, its officers and policies, are now paraded in the "great dailies" as being in rebellion against the alleged attempt of President Gompers to dragoon the labor movement into "taking programme." The reply of a certain great journalist to a telegram purporting to have been sent by Mr. Gompers is blazoned abroad, to the supposed discomfiture of the latter. The name of Mr. Gompers was forged in this connection, probably for the purpose of giving the aforesaid great journalist an opportunity to "whack the Democrats" in proper style. The "great dailies," so far from discountenancing the forgery, have published editorials openly congratulating the great journalist upon having, for once in his career, rendered a public service by repudiating both Mr. Gompers and the Democratic party. As though determined to "go the limit," the pro-Injunctionists lug in a labor leader who long ago was expelled from his organization for good and sufficient cause, whose repudiation of Mr. Gompers is supposed to add weight to that of the great journalist!

From all appearances the campaign will afford a good opportunity to every discontented and discredited individual now or heretofore associated with the labor movement—a dual opportunity, be it observed. That opportunity lies in the chance to "get in a knock" at President Gompers and the American Federation of Labor and at the same time reap the reward that is ever forthcoming for services in the cause of "safe, sane and conservative" politics. Fortunately, these elements are powerless to influence the labor movement, while their enlistment in the pro-Injunction cause simply constitutes another proof of the desperation that prevails in the councils of that cause.

The Western Laborer, of Omaha, Neb., announces the beginning of its eighteenth year, thus making it one of the oldest, and best, labor papers in the United States. Frank A. Kennedy, the editor, has occupied that position for the past thirteen years, making him, as he himself says, "perhaps the oldest continuous labor editor in the domain of your Uncle Sam." Aside from all question as to the correctness of Editor Kennedy's claim to seniority in the ranks of labor editors, the JOURNAL has no hesitancy in declaring the Western Laborer a good paper and well worthy the success it has achieved. May that success continue in ever-increasing measure.

A SEAMEN'S "INSTITUTE."

If reports be true, the seamen who touch at New York hereafter will have an opportunity to taste high life in all its glory. No more will "Poor Jack" be compelled to put up in the boarding-house of painful memory; he may, if he so desires, indulge himself in the delights of club life. Instead of taking his "mornin's mornin'" at the bar, he will take it in the bawth, by Jove!

This revolution in the life of Jack ashore has been brought about by the establishment of a "Seamen's Institute," the cost of which is placed at \$250,000. "All the comforts of a big club are provided for Jack, such as swimming pool, showers, billiards, music, writing and reading rooms, a restaurant, a safe bank and stores in which he can provide himself with necessities at prices that are reasonable." Thus runs the list of attractions at the "Institute." The prospectus is certainly an alluring one. If the performance be only half as good as advertised, the seaman will find little left to pray for while ashore.

There is but one fly in the ointment. The advantages of the "Institute" are measured by the length of the seaman's stay in port, if, indeed, they are not measured by the length of the seaman's "pay-day." When the seaman ships again the "Institute" and all its comforts will pass from his life as completely as though "'twas all a dream." This fact, of itself, argues nothing against the "Institute." The seaman does not expect to find billiards and such like on shipboard, consequently he does not miss these features of the high life when out upon the high seas. At sea the reflections of the seaman will run rather to the contrast between what the "Institute" does for him while ashore and what it does not do for him while afloat. We sincerely trust that the "Seamen's Institute" of New York will prove an exception to the rule of such establishments in the matter of its attitude toward the conditions under which the seaman lives and works. If the "Institute" shall display a reasonable amount of intelligent concern for the comfort of the seaman at sea, if it shall at least place no obstacle in the way of the seaman's own efforts to improve his conditions of life on board ship, the advantages of billiards, baths, banks, etc., may be enjoyed to the fullest extent, the more, if possible, because unaccompanied by any suggestion of contrast between high life ashore and low life afloat.

The San Francisco Labor Council has offered a prize for the best display of the union label in the Labor Day parade. The competition will be keen, not only for the honor of winning the prize, but also for the publicity thus secured the winning label.

All friends of the shorter workday should aid the Retail Clerks to attain that object by doing their shopping early—before 6 p. m. on week days and before 10 p. m. on Saturdays and the evenings preceding holidays.

"Government by Injunction," translated into ordinary terms, is government in violation of the Constitution, particularly those features of that document which guarantee free press, free speech and peaceable assemblage.

While it is true that no one man can "deliver the labor vote," it is also true that the laborers can deliver their own votes to the party that gives the best returns.

HISTORY REPEATS ITSELF.

Among the Saxon and Scandinavian descendants in the British Isles all the powers of government were exercised by the people in the folk-mote, in which every free man had a voice and vote. Here the chiefs were elected, laws made and justice administered. Out of this form of government was developed the jury system and the common law.

After the Conquest the Normans introduced the Feudal system, under which each lord was an autocrat in his own dominions. The barons frequently interfered with the administration of justice in the courts, and in consequence it often became impossible for petitioners to get their rights. It gradually became a practice for litigants who had thus been deprived of their rights, to appeal to the King, the fountainhead of justice, for redress; and the King would examine into the facts and apply the remedy according to his own judgment without regard to the law. Appeals of this kind were usually determined by an Order in Council; the Chancellor was entrusted with the issuance of the order or writ, and in course of time all such appeals were referred to him for adjustment. This led to the establishment of the Court of Chancery. The ease with which cases could be brought before this court, the fact that cases were speedily determined and that the mandates of the courts were readily enforced made the system popular for a time, and the jurisdiction of the court was gradually extended until it threatened to supplant the common law and the trial by jury. Like every other arbitrary power, however, it was abused and justice prostituted. Early in the fifteenth century Parliament presented to the King a "bill of grievances" against this court and asked that checks be placed upon it. While Parliament had a lively sense of the grievances of the people, it can not be said that equal judgment was shown in finding a remedy, for the clause in the ordinance of the King, in answer to the petition of the Commons, provides that

"If any man feelth himself aggrieved contrary to any of the articles above written, or others contained in divers statutes, will come into the Chancery, or any for him, and thereof make complaint, he shall presently there have remedy by force of said articles or statutes, without elsewhere pursuing to have remedy."

The effect of this statute was quite contrary to its object, inasmuch as, instead of limiting the power of the court, it extended the jurisdiction to all cases. That it did not minimize the mischief is evident by the fact that thirty years later another statute was passed giving the Chancellor power to assess damages against anyone who had "unduly troubled" another by suits in equity upon untrue grounds. This provision also proved ineffectual for the same reason. The Chancellor made use of it to show that Parliament had recognized his jurisdiction, and it was made the pretense for refusing to adopt any further checks. Before the passage of the latter statute Parliament had petitioned that the Chancellor be prohibited from making any order contrary to the common law, and that no one should appear before the Chancery Court who had a remedy at common law. Parliament had at last found the right remedy and some years later a statute was passed providing that "matters contained in bills (in equity)

should only be such as could not be determined at common law."

During the centuries following the power of the Court of Chancery was further curtailed, and it could only be invoked to protect property where there was no adequate remedy at law. The personal rights of the citizens were guaranteed by protective enactments, such as the Bill of Rights and Habeas Corpus, and the Chancery was prohibited from interfering with these rights.

It will be remembered that in England the common law and the Chancery were administered by different courts, each jealously trying to guard its own jurisdiction, and this fact materially aided the people in curbing the power of the later court. In one case a common law judge advised a party to disobey an injunction of the Chancery Court, saying that if he was sent to prison for contempt the prisoner would be released upon habeas corpus.

The founders of this Republic adopted the system of jurisprudence existing in England at the time of the separation, and vested the courts with both common law and equity jurisdiction. At the same time they took care to protect the citizen in the exercise of his personal rights by constitutional provisions.

Of late years the judges of this country have attempted to interfere with these rights when exercised under agreement by working people for the purpose of improving their conditions. Upon the plea that such agreements are conspiracies against "property" the judges have used and are using their equity power to prohibit workmen from quitting work, from rendering assistance to other workers on strike, from appealing to their fellow men, from presenting their grievances to the public, and from asking for the support of their friends. Anyone who is bold enough to stand upon his rights and disobey the judge's mandate, or who is unfortunate enough not to understand the terms of the same, is haled into court and summarily punished. In the majority of cases the orders are so sweeping that it is impossible to tell what one may do without becoming liable to punishment for contempt. In a recent injunction case the judge was asked what the enjoined party might legally do in pursuit of its dispute with the complainant, and the judge answered that he would determine that question when violations of the injunction were brought to trial.

It is this interference with the rights of the citizens that the labor movement is endeavoring to check. In the light of history the Anti-Injunction bill provides the only remedy. That measure provides that no agreement or act in pursuance of a labor dispute shall be considered a conspiracy, nor be enjoined, if such agreement or act would not be enjoined where no labor dispute exists. It further proposes to define "property" and "property rights" so as to distinguish them from "personal rights" and thus prevent the writ of injunction from being used to interfere with these latter rights.

E. ELLISON.

San Francisco.

According to the Railroad Gazette the mileage of railroads in the United States in 1907 was increased 5,212 miles. This does not include electric lines.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 20, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Ed. Andersen presiding. Secretary reported shipping continues dull.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, July 13, 1908.
No meeting; no quorum; situation unchanged.
A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, July 13, 1908.
No meeting; no quorum. Shipping and prospects poor.
H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 13, 1908.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, July 14, 1908.
Shipping and prospects poor.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 13, 1908.
Shipping dull; prospects poor.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, July 13, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, July 13, 1908.
Shipping and prospects poor.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 13, 1908.
Shipping slack; prospects uncertain.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, July 13, 1908.
No meeting; no quorum. Shipping poor, but few members ashore.
ED. JOHNSON, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 16, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported situation unchanged; no improvement in shipping.

EUGENE STEIDLE, Secretary.

Seattle Agency, July 9, 1908.
Shipping uncertain, on sailing vessels dull.
LEONARD NORKGAUER, Agent.

San Pedro Agency, July 9, 1908.
No meeting; shipping poor.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 15, 1908.
Situation unchanged; shipping remaining dull.
WM. PENJE, Secretary.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., July 6, 1908.
Shipping quiet.
J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., July 14, 1908.
Shipping good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., July 10, 1908.
Shipping slow.
DANIEL SULLIVAN, Secretary.

DIED.

Andreas Jensen, No. 774, a native of Norway, aged 42, drowned at Everett, Wash., on July 12, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



LEVELS OF THE LAKES.

The United States Lake Survey reports the stages of the Great Lakes for the month of June, as follows:

Lakes.	Feet above Tide water, New York.
Superior	602.62
Michigan-Huron	581.60
Erie	573.50
Ontario	248.62

Since last month Lake Superior has risen 6½ inches, Lakes Michigan and Huron have risen 3 inches, and Lake Ontario has risen 2 inches, while Lake Erie has remained stationary.

During July Lake Superior should rise 3 inches and Lakes Michigan-Huron should rise 1½ inches. Lakes Erie and Ontario are close to the seasonal high water crest, and are not likely to go more than half an inch higher.

Lake Superior shows a normal June stage close to the average height during the Junes of the last ten years. It is nearly a foot higher than in June, 1891, and an inch higher than last year; but it is 2 inches lower than in 1906 and 5 inches lower than in 1896.

Lakes Michigan and Huron show the highest June stage in twenty years. They are 7½ inches above the average June stage of the last ten years, 2 inches higher than in June last year, 2½ inches higher than in 1905, and 20½ inches higher than in 1896; but they are lower by 2 feet than in 1886, and lower by 8 inches than in 1888.

Lake Erie shows a stage of 10¾ inches above the mean June stage of the last ten years. It is practically the same height as in June, 1904, and aside from that is the highest June stage since 1890, when it was 6 inches higher. It is 23 inches higher than in June, 1895, and 3 inches higher than last year. In 1888 the Lake was 7 inches higher than now.

Lake Ontario shows the highest June stage since 1870. In June of that year it was at practically the same height, as it was also in 1862. In 1876 the water was 4 inches lower than the present stage, and in 1886 it was 2½ inches lower. The water is 18 inches higher than last year and 45 inches higher than in June, 1895.

NEW DOCK AT SUPERIOR.

A new coal dock is to be built at Superior in a short time. The Clarkson Coal and Dock Company, of St. Paul, is looking for a site for a dock to be erected on Superior or St. Louis Bay in Superior, and it is expected a deal will be completed within a short time for such a site as is desired.

Worrel Clarkson, of the St. Paul firm, is at the head of the Lakes investigating the coal dock proposition. He is looking for a site and it is stated that he has arrangements nearly completed for securing one.

The Clarkson Coal and Dock Company is one of the large coal firms of St. Paul. It has handled its coal on the docks of the Pittsburg Coal Company for some years, but its field is broadening out and it desires to have a dock of its own.

VETERAN SAILOR COMPLAINS.

Charley Hawkins, the veteran Swedish sailor who recently came here from Baltimore to seek work on the Great Lakes, announced yesterday that he would strike out further west and look for something to do on a farm.

"Tis bane no use for a sailorman trying to ship on a boat on the Lakes from this port," said he. "Ay been waiting at the shipping office all week, and couldn't get no yob. All they bane wanting now is college kids wid specks on, and long hair. So bay yumping yimminy crackers Ay can't bane wasting no more time hanging around this place."

Hawkins has been a salt water sailor all his lifetime, and has been to all ports of the world on sailing craft.

The foregoing is the Cleveland Leader's idea of a joke. In the same issue of that paper appears an article containing more praise for the eight Hiram College students, who, by the way, are some of the men, or rather boys, so aptly described by "Charley Hawkins," "college kids wid specks on, and long hair." "Charley" has described the situation exactly, which reminds me of a story. A bunch of passengers got off a street car at Conneaut Harbor the other day. The party consisted of several ladies and two gentlemen, one of whom was about twenty years old. He was dressed in wide top-narrow bottom, rolled-up trousers, negligee shirt and belt, and a nice little red, yellow, green and purple hat. I was standing with Clyde Kerr of the Firemen's Union, and remarked, "there is a bunch of passengers." Kerr said: "Well, the ladies and the old gentleman may be, but the guy with the funny hat looks like a 1908 deckhand." All of which bears out the supposed complaint of "Charley Hawkins," and furnishes the Cleveland Leader with some untimely amusement.

W. H. JENKINS.

Conneaut, O.

NEW LIGHTHOUSE TENDER.

Commander Smith, of the lighthouse tender Marigold, is on his way to Detroit aboard the steamer, and on arrival will leave for the East to look into the prospects of getting another lighthouse tender. The Marigold has too much to handle, her district including the Detroit River, Lakes Huron and Superior. When navigation opens she begins setting the buoys in the Detroit River and works toward Duluth, arriving there after the season is well started.

The new boat, if secured, will be stationed in Detroit, but one of the fleet at the opening of navigation will go to Duluth and work down.

The Marigold is just returning from placing the Superior buoys, and will return immediately after landing Commander Smith with lighthouse supplies.

Captain G. W. Maytham and Diver Anderson are making an effort to remove the 300 tons of copper which was left in the hold of the freighter W. H. Stevens which burned and sank in Lake Erie in 1904. Captain B. T. Haagensen, master of the carferry Ashtabula, located the wreck. The Stevens lies in sixty-six feet of water twenty-four miles off Port Burwell.

SHIPMENTS ON SUPERIOR.

The ore and coal movements to and from Lake Superior up to July 1 was 11,086,619 tons behind last season for the same time. Coal shipments show a decrease of 1,979,637 tons and there was a loss of 9,106,982 tons in ore shipments.

Coal has been going forward at a pretty lively clip during the past month and the loss in shipments compared with 1907 is greater than was expected.

The greatest loss was in soft coal, the bulk of which is sent forward from Ohio ports, as hard coal shipments were only 71,036 tons behind 1907. Shipments of soft coal up to July 1 were only 1,396,961 tons, which is a decrease of 1,908,611 tons compared with last year, when the movement was 3,305,572 tons.

Shipments to Lake Superior ports will be heavier this month, but it will take some time to make up the big loss shown on July 1. The decrease in the ore movement will be greater on August 1 than it was the first of this month.

The movement of lumber from Lake Superior ports was only a little more than half of what it was on July 1, 1907. The total movement of freight through the Soo Canal for April, May and June was 6,002,325 tons. Last year in the same time the fleet carried 17,788,319 tons, which is an increase over 1908 of 11,785,994 tons. The following statement shows the movement of the principal items to and from Lake Superior for the past two years:

Items.	To July 1, 1908.	To July 1, 1907.
Coal, anthra, net tons	364,914	435,940
Coal, bitum., net tons	1,396,961	3,305,572
Iron ore, net tons...	2,733,430	11,840,412
Wheat, bushels	22,442,683	30,016,884
Flour, barrels	1,179,406	1,709,465

BIDS FOR DREDGING.

The bids for the dredging of the approach to the harbor of refuge at Grand Marias, Mich., were opened by Major Graham D. Fitch at Duluth recently. There were four bidders, the lowest being the Lake Erie Dredging Company, whose bid of 18¾ cents per cubic yard was recommended by the major to Washington for acceptance. The work consists of the removal of a shoal which has formed about midway in the entry from pier to pier.

Grand Marias, Mich., has a fine natural harbor, the only one between Sault Ste. Marie and Marquette, but the shores east and west of the town are of fine shifting sand and it is a most difficult proposition to keep the harbor mouth clear of sand-banks and shoals.

The William O'Brien and the Rainy Lake interests have sold upward of 10,000,000 feet of lumber to go east. The sales aggregate the largest transaction in lumber that has been reported in the Duluth district in some time. The sales were of white pine and the quality No. 3 and better. A good share of the William O'Brien and Rainy Lake interests' cut for the season has been sold.

LOSS OF THE ST. CLAIR.

Thirty-two years ago, that is, on July 9, 1876, the steamer St. Clair burned to the water's edge off Fourteen Mile Point, near Ontonagon, and sank in Lake Superior. The lives of fifteen passengers and ten members of the crew were lost. Only five survived. These were Captain Robert Rhynas, Mate Thomas C. Boothman, First Engineer Daniel J. Stringer, Wheelman Thomas Fortier and John B. Sutphin, a resident of Duluth, a city of which he was later elected mayor.

The St. Clair was owned by the Ward line, of which the late Eber Ward of Detroit was President. The boat was on her way from Duluth to Portage Lake. It was about 2 o'clock in the morning that the fire was discovered in the hold of the steamer.

It is not known how the fire originated, but it spread with such amazing rapidity that within a very few minutes the ship was enveloped in smoke and flames from one end to the other. Nearly all of the passengers and the majority of the crew were asleep below deck. It was not possible to arouse them all. Those not warned perished in their berths. The others rushed to the open air, the greater number only to subsequently meet death.

The fire spread so quickly that the crew was able to reach only one of the yawl boats. There was a stampede on the small boat, which was swamped a number of times, on each occasion with the loss of a life.

COLLISION ON THE ST. CLAIR.

On July 7 the steamer H. P. McIntosh went hard aground on an unknown shoal on the Canadian side of the St. Clair River, near Port Huron, and while she was working to release herself the steamer M. A. Hanna, bound up light, struck her just forward of the boilers on the port side. A few minutes later the McIntosh sank in shallow water. The Hanna was badly damaged, and Captain Richard O'Connor at once took her to Port Huron and tied her up to await orders from her owner, Captain John Mitchell, of Cleveland.

The H. P. McIntosh is owned by the Gilchrist Transportation Company, and is in charge of Captain J. C. Byers. She was built in 1906. She is 544 feet over all, and fifty-four feet beam with a carrying capacity of 10,000 tons. She was bound down loaded with ore when the mishap occurred.

The M. A. Hanna was built in 1899, and is 430 feet long, fifty feet beam, and carries 7,000 tons. Both vessels are of steel. The damage will be heavy. No injuries were sustained by the crew of either ship.

NOTICE TO MASTERS.

Members of the Lake Carriers' Association have received the following letter from President Livingstone:

The Canadian Government authorities have arranged to immediately dredge off the shoal which formed in the St. Clair River opposite the Standard Oil dock at Sarnia, and they request that all vessels of our Association give the dredge as wide a berth as possible and run slow in passing. Kindly instruct your masters to comply with the above request in passing this dredge.

Demand the union label on all products.

MARINE ITEMS.

The Lake Carriers have made arrangements with Keeper Campbell, of the Detour light, to operate submarine signals at that point continuously during the balance of the season.

Work has been commenced on the construction of two breakwaters at the entrance to Ludington harbor on Lake Michigan. The northern breakwater will be from 1,600 to 1,800 feet long and the southern one from 1,800 to 2,000 feet long. The entrance will be 400 feet wide.

The new steel steamer Honduras, built at the Buffalo Drydock Company's plant for James E. Davidson, of Bay City, cleared from Buffalo recently for Milwaukee with coal. Captain Gus Atkinson is in command of the new boat, which is of canal size and later may ply between the Great Lakes and the ocean. She is equipped for ocean trade.

The wreck of the steamer Sevona, which foundered near Sand Island, has about been removed, the work having been done by the Reid Wrecking Company. The boilers and plates of the vessel have been removed, and as there is now over twenty feet of water over the hull of the steamer it is not considered dangerous, and will be left where it is.

B. E. Knox & Co., have formed a new firm under the name of the Duluth Marine Contracting Company and have purchased the Hubbell dredge plant of Houghton and Sault Ste. Marie. This includes the famous dredge Pan-American, which was for years the largest machine on the Lakes. She was afterward eclipsed by the great dredges built at Napoleon Grignon's yards at Duluth, of which the Old Hickory is a duplicate.

THE LAKE SITUATION.

The Lake situation is slowly improving. Ashtabula has begun to receive some ore. Conneaut has been running to its full capacity for nearly three weeks, but shipping is very slow. The discrimination against union men is more pronounced here than at any other port. Captain Allen, of the Rensselaer, recently discharged two of his deckhands for going to the Union Hall, which action is duly charged, and collection will be made in time. One thing we are being taught this year is that greatest of all virtues, patience. "It is a long lane that has no turn," and the school-boys will go home in September, also the farmers, then maybe the sailors can make a trip.

W. H. JENKINS.

Conneaut, O.

John Seavy, the bold Lake pirate who sailed away with the schooner Nellie Johnson and tried to sell her cargo of lumber and escape across the Canadian border, was brought before United States Commissioner Foote at Chicago on June 30 and given his liberty after being placed under heavy bonds to appear for trial on July 9. The trial was postponed to enable the Government witnesses to reach Chicago. Seavy had been a member of the crew of the Nellie Johnson, as had also the two confederates of Seavy, William Lequist and Hugo Colton, who have disappeared.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

DIED.

Olaf Martin, Lake Seamen's Union, No. 2483, died of heart disease in Chicago, July 1, and was buried by the Lake Seamen's Union on the 3rd.

For union-label products of all kinds consult the JOURNAL's ad columns.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.615 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.610 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

GERMAN IRONWORKERS' WAGES.

The Ludwig Loewe shops in Berlin are working 462 machine tools with 475 men. These are skilled workmen. The greatest number of machines handled by one operative is five. The Loewe works produce some of the best machine tools made in Germany. This establishment may be taken as an example of those shops which may be considered as strong competitors of the best American machine-tool houses. Approximately 2,000 men are employed at the Loewe plant. A large percentage are unskilled, but in the machinery department, which is devoted especially to the making and assembling of machine tools, there are 475 men. In this department the average number of machines attended by one man does not exceed one. This average is reached by separating foremen and those in charge of groups of the men who actually attend machines. In the assembling department, the average number of machines attended by one operative approximates 1½. In this department there are 304 operatives and 432 machines.

The rule at Loewe's calls for 54 hours of work per week per man, and the wages paid vary between 45 pfennigs per hour for unskilled labor to 1.25 marks and even more for skilled men (100 pfennigs=1 mark=23.8 cents). The expert men are generally paid by piecework. The average rate of wages paid by the hour, in pfennigs, is as follows:

Foremen in the assembling department.	80
Vice men	60
Skilled lathe men	66
Skilled planing men	70
Skilled milling-machine men	72
Skilled men for boring mills	71
Skilled men for grinding machines	70
Molders	72
Core makers	60
Carpenters	53
Patternmakers	65
Forge men	72

The above, it must be understood, are guaranteed wages. As a matter of fact Loewe's men are dissatisfied if they do not earn at the tools 85 pfennigs per hour. This they can readily do under the piecework policy. These men pay for house rent sums varying from 240 to 270 marks per annum. The price paid depends upon the location in the city. For the foregoing sums one room and a kitchen can be obtained. For two rooms and a kitchen house rent varies between 420 and 480 marks per annum.

Berlin workmen obtain higher wages than those in other parts of the Empire. These Berlin men also have a reputation of being the best workmen in Germany. Loewe does much for his men in the way of social welfare.

The port of Sabang has not been as successful as was anticipated. The port was established recently by the Netherlands Indies with a view to secure the Dutch trade from the Straits Settlements. No money was spared to effect the desired change. The Aceh pepper trade, which it was intended to attract to Sabang, still finds its way to Penang, and the Deli tobacco trade either finds its way to Penang or Batavia, as previously.

Remember the Cigarmakers when buying long smokes. Demand the blue label!

STRENGTH OF EUROPEAN ARMIES.

A Parliamentary paper gives a return of the total numbers of officers and men in the land forces of Great Britain and Ireland, and of several other countries at stated periods beginning with 1792. So far as it goes, it is a tabulated statement of the world's armies.

In the appended abstract which gives the last three periods in the table may be traced the effects of the Boer war of 1899-1902 on the total of British land forces at home and abroad. Some results, too, of the Russo-Japanese war of 1904-5 may be seen in the increase of the Russian army on the active list, while the prolonged colonial struggle in Southwest Africa may have had a similar effect as regards Germany's active list figures for 1906. The initial A refers to the number on the active list, and the initial R to the number in the reserve, including volunteers, yeomanry and other reserves in each case:

	1906	1900	1880
British . . . A	445,731	513,863	307,494
R	547,696	461,406	387,550
Total . . .	993,427	975,269	695,044
Germany . . A	610,000	495,000	427,000
R	3,400,000	3,305,000	1,530,000
Total . . .	4,010,000	3,800,000	1,957,000
*France . . . A	677,581	672,565	609,983
R	2,952,782	2,501,784	960,853
Total . . .	3,630,363	3,174,349	1,570,836
Austria . . . A	409,638	375,291	291,876
R	1,800,000	1,800,000	583,593
Total . . .	2,209,638	2,175,291	875,469
Russia . . . A	1,225,000	1,119,000	947,000
R	2,024,000	1,768,000	1,009,000
Total . . .	3,249,000	2,887,000	1,956,000

*The French figures which appear under the year 1906 actually relate to 1905. It will be noted in the above table that the vast proportion of the foreign armies consists of time-expired conscripts who have served only a year or two with the colors.—London Chronicle.

The Irish Flax Spinners' Association has further reduced the hours of labor in the spinning industry by five hours per week from June 15. Full time in the mills is fifty-five hours per week. In November, 1907, this was reduced to forty-five hours, in February last a further reduction was made to thirty-seven hours, and the present cut is to thirty-two hours. It was agreed, however, that the women spinners shall not be reduced in wages, but shall receive the same pay for thirty-two hours as they have been receiving for thirty-seven hours. The step now taken is simply to reduce the output of yarns, which is now larger in volume than the demand.

A large shipment of Australian hard woods, including over 800 tons of railroad ties, has just been made from Australia to San Francisco. As the woods are probably among the best in the world for railroad purposes, it is anticipated that this shipment is the forerunner of many similar ones.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

VANCOUVER, B. C., Cor. Carrel and Powell Sts., P. O. Box 1365.
TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. I., 821 Alakea St., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 91 Steuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.

SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:

SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Ore., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2).

KETCHIKAN.

ALASKA FISHERMEN'S UNION (Local No. 3).

PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

Headquarters:

SAN FRANCISCO, Cal., 51 Steuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

SPANISH CHILD-LABOR.

The law in Spain, which already fixed the maximum working hours for children between the ages of 10 and 14 years, limiting them to six hours in mills and other industrial establishments, and to eight hours in shops and offices, and which further prohibited them from being employed on night work, has until now made no regulations against the employment under any circumstances whatever of women and children in certain harmful branches of industry.

A Government decree has, however, now been published specifying those trades and processes of manufacture in which the labor of women under 25 years of age, and of children of both sexes under the age of 16 is to be prohibited, owing to the danger from poisonous fumes or dust, risk of fire or explosion and injury to health.

Children under 16 years of age are also debarred from working any machines by means of pedals, such as sewing machines and others, or machines which are put in motion by a handwheel; neither are they to be employed in operating hand or circular saws, mechanical planes, chisels, drills or other cutting machines unless an apparatus be attached to them which will effectually prevent the possibility of accidents.

Boys under 16 years of age are not to be allowed to lift or carry weights exceeding 22 pounds, nor to push or draw loads necessitating a greater effort than that required to propel on level ground the following weights under the conditions stated:

	Pounds
Trucks, running on rails:	
Boys under 14 years.....	400
Boys between 14 and 16 years.....	600
Girls under 14 years.....	300
Girls between 14 and 16 years.....	500
Wheelbarrows:	
Boys between 14 and 16 years.....	80
Carts, drays, etc.:	
Boys under 14 years.....	60
Boys between 14 and 16 years.....	100
Girls under 14 years.....	40
Girls between 14 and 16 years.....	80
Carrier tricycles:	
Boys between 14 and 16 years.....	150
The weight of the vehicle is included in all the above figures.	

Quite a large number of industries would be affected by the rigorous enforcement of this law. The labor of women under 25 years of age and of children of both sexes under 16 would be stopped in all chemical works, match factories, type foundries and glass and lead works, nor would they be employed in painting or decorating toys with arsenic or lead colors or in sharpening or polishing metals.

They will also be prohibited from being employed in the manufacture of celluloid, ether, cartridges and explosives of all kinds, petroleum and all essential oils and varnishes, while slaughterhouses and places where animal refuse is treated are also closed to them. The following are sectional industries in which female and child-labor will not be allowed:

Sawing and polishing marble and other stones; cleaning and carding cotton blankets; pulverizing sulphur; producing zinc white by means of combustion and condensation; lime and cement kilns; grinding cork to dust; cutting and polishing horns, shells and bones; tanneries where much

dust is produced; pulverizing all kinds of drugs; enamel works where the raw materials are ground; handling wool, hair, or feathers where dust is produced; carding flax, hemp, jute; porcelain works, mines, quarries and wherever dry minerals are pulverized; paper mills where the rags are sorted and prepared and in a number of other processes requiring the operatives to work in an atmosphere charged with dust; tobacco factories, in opening the bales, sorting the dry leaf, in the fermentation of the leaf, in the drying process, in inclosed sheds, etc.; tin soldering; lacquering metals; dye-works where poisonous materials are used, and in all processes where poisonous fumes or dust are liable to injure the health of the workers.

In the cotton industry the only section, apart from the manufacture of cotton blankets, which comes under the notice of the new act is the "gassing" process. In connection with the foregoing regulations it may be stated that the supply of labor, however, is in excess of the demand.

SHOP HOURS IN TRANSVAAL.

An official notice recently appeared in the Government Gazette, making regulations with regard to shop hours in the Transvaal. Chemists and druggists must close at 8 p. m. every evening except Wednesday, when they close at 1:30, and on Saturdays at 9 p. m. A prescription of a medical practitioner may be compounded by a chemist, or a medical practitioner's requirements supplied at any hour, upon special demand. [No provision appears to be made for chemists to be opened on Sunday.] Butchers, fishmongers, fruiterers, poulterers, tobacconists, and vegetable dealers, 7 p. m. each evening except Wednesday, when they will close at 1 p. m., and on Saturday at 9 p. m. Newspaper vendors, 7 p. m. on Monday, Tuesday, and Friday, 8 p. m. Wednesday, and 10 p. m. Thursday and Saturday. Asiatic tea room or eating house, or Kaffir eating house, at 8 p. m. every night in the week. All other businesses to close not later than 6 o'clock on Monday, Tuesday, Thursday, and Friday, at 1 o'clock on Wednesday, and not later than 9 o'clock on Saturday.

All shops (except those permitted to be open on Sundays) must be closed on public holidays, and those shops allowed to open on Sundays may only open on public holidays during such hours as prescribed by law. Peddlers and hawkers must suspend their labors half an hour after sunset. At Christmas time and New Year, between December 22 and 31, shops may remain open until 9 p. m., except on public holidays or the day following. A person entering a shop just before closing time may remain not more than half an hour for the purpose of being served.

The Government has temporarily suspended the carrying out of these laws. The question arose in a discussion between the large stores and the small shops, the former insisting upon the closing hours being kept to the letter, and the latter contending that unless they were allowed to keep open at night they would be compelled to close their doors permanently. For the time being the small shopkeeper is enjoying the fruits of the little trade that is at his disposal during the early evening.

Demand the union label on all products.

MARINE GAS ENGINE.

Emil Capitaine, who died recently, was regarded as one of the foremost engineers in Germany in the development of a "gas producer" for ship use. Messrs. Thornycroft some time ago secured the English rights for his design, and at this time Messrs. Beardmore of Scotland have completed an engine of the marine type of between 500 and 600 horsepower, and have another engine under construction of larger power. I understand this latter engine will approximate 2,000 horsepower, but on this point can not speak advisedly. Messrs. Beardmore inform me that they are at present experimenting with the completed engine, but find that there are many points requiring careful consideration before they can declare themselves ready to put their work in the market, points that have more to do with producers than engines. It should not be long, however, before the Beardmore experiences are available, when some interesting data may be expected. The Capitaine system is already in service to a considerable extent in Europe, and where employed the suction gas plant is utilized. This service, it must be understood, is with small craft.

In the suction gas-system the gas, instead of being generated by the combustion of fuel by air and steam being forced through it under pressure, is generated by the air being drawn through the producer, the whole of the apparatus working somewhat below atmospheric pressure. The advantage claimed for this system is that neither the steam boiler working under pressure, nor a gas container for holding the gas is required; and the further very important advantage for marine work is that there is no danger from leakage of gas from the producer. If leakage takes place it is from the atmosphere into the producer itself.

Already the designers are encountering obstacles in the utilization of the gas producer for marine purposes owing to inability to use bituminous coal. It is conceded that it is too difficult to make a satisfactory small plant work with bituminous coal. It is claimed, however, that for larger powers and for vessels that have to take up fuel at different ports, the producer must be capable of dealing with coal other than anthracite, which may be of a tarry or caking character. Engineers who are well informed on this subject declare that the gas engine will yet be doing service aboard ship. There is a variance of opinion as to the practicability of the gas engine in powers above 1,000 horsepower, and there are good German engineers who assert that the gas producer for marine purposes must be a pressure gas producer and not one of the suction system.

Of the many million passengers carried during the year and the great number of employes in all the departments of the Swiss Government railways, the accidents numbered only 1282; 53 passengers were killed and 1127 injured.

Each Chinese laborer in Samoa receives in wages \$2.86 a month. The total cost of each to the employer, including wages, maintenance, passage money, and medical treatment is calculated at from \$8.93 to \$11.90 per month.

Home News.

Seven mineworkers were killed and ten others injured on July 15 by a terrific explosion of gas in the Williamstown colliery near Pottsville, Pa.

President Roosevelt has ordered that the San Jacinto forest in California shall be named anew in honor of the late President, Cleveland National Forest.

William Jennings Bryan and John North Kern were nominated for President and Vice-President, respectively, by the Democratic National convention at Denver, Colo., on July 10.

A deputy sheriff of Abilene, Tex., broke the seals of a box car at Baird on July 12 and arrested nine Chinese concealed there who, it is alleged, were being smuggled into this country.

The Union Pacific Railroad reports that the total of gross revenues for the year exceeded \$90,000,000, which marks a new record, despite the industrial depression lasting eight months.

An explosion in the powder magazine of the Northwestern Improvement Company near Cle Elum, Wash., on July 16, killed at least nine persons and seriously injured a number of others.

Eugene W. Chapin, of Chicago, and Aaron S. Watkins, of Ada, O., were nominated for President and Vice-President, respectively, by the Prohibitionist National convention of Columbus, O., on July 16.

Ten railroads and thirty-seven miscellaneous corporations in the last six months, with a total outstanding capital stock of \$1,072,776,723, have either reduced their dividends from a year ago or passed them altogether.

Convict Preston, who is in the State prison at Carson, Nev., for murder, and who was nominated for the Presidency of the United States by the Socialist Labor party, has declined the nomination, upon the advice of his attorneys, who are moving for a new trial.

Daniel Keller, formerly Captain in the United States Army, recently convicted of defrauding the Government through the use of stolen quartermaster's checks, was recently sentenced to serve two years at hard labor in the Federal prison at Leavenworth, Kas.

The Executive Committee of the Anti-Imperialist League issued a statement on July 16 recommending that friends of the League withhold their votes from William H. Taft for President and support William J. Bryan. The continued retention of the Philippines is given as the reason for the action of the League.

The Canadian Government has taken steps to establish a much more rigid system of inspection of immigrants arriving in Canada from the United States. Agents of the Immigration Department have been placed at ports of entry along the boundary line with power to deport arrivals from the United States considered undesirable.

According to the report of Police Commissioner Bingham of New York City, the increase in crime among the children of that city is alarming. So far this year 2860 children under 16 years have been arrested, against 1725 last year. The number of boys and girls from 16 to 20 years reached the total last year of 2319, while so far this year 6133 have been arrested.

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The Pride O'Humboldt

Steam, Lager and Bottled Beer

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EUREKA, CAL.

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EUREKA, CAL.

White Labor Only.

INFORMATION WANTED.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanbild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

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PHONE EAST 4441

33 Union Ave. Portland, Oregon

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Alurg, C.	Kristoffersen, Geo.
Allbright, E.	Kummerlowe, O.
Andreasen, Johan	Larsen, F.-1098
Andersen, A. E.	Laatz, L.
Anderson, A. P.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Lekshman, James
Andreasen, O. L.	Lektonen, W.
Afts, P.	Lindberg, John
Atkinson, S.	Lind, H. E.
Bateman, S. J.-1207	Lindroos, Chas.
Baardsen, E. M.	Lichtenberg, Max
Baarsen, Carl	Lohne, Evan
Bertelsen, Alf.	Lowe, M.
Berg, H. M.	Leverson, Olaf
Bernsen, Carl Theo.	Locke, H.
Eergren, Gustaf	Lubeck, R. A.
Benson, John	Magers, P. M.
Bianca, F.	Martinsen, Christ.
Birkelund, R.	Martin, Geo.
Blomquist, B.	McAdam, J.
Blomqvist, H.	McKerron, W.
Bowling, Thos.	McCallick, W.
Brander, W.	Mikkelsen, Jas.
Borgan, J.	Mikkelsen, Krist.
Bradlin, J.	Mittelut, E.
Brand, P.	Morris, O. R.
Burke, James	Myren, A.
Buckman, F.	Nass, Karl
Campbell, Albert	Nielsen, W.
Case, H. P.	Nielsen, N.
Carlsen, Harry	Noehis, P.
Christoffersen, John	Nordenberg, J.
Clark, S. D.	Nierse, U. S.
Clingber, John	Olsen, W.
Coffman, M.	Olsen, H.-959
Corb, V.	Olsen, Johan
Colby, E. E.	Olsen, Otto
Curran, N.	Olsen, O. B.
Devanna, Dan	Owens, J. H.
Derrick, Geo.	Palm, W.
Dowling, S. G.	Petersen, Olavus
Drager, Otto	Petersen, Eric
Edwards, E. M.-149	Pel, J. Van
Ellasen, H. I.	Penningrud, L.
Erikson, P.	Petersen, Meir
Eskeisen, N. P.	Petersen, Oscar
Eskola, H.	Persson, H.-1230
Evensen, E.	Pederson, K.-980
Everksen, Olaf	Picard, F.
Targusen, Julius	Pietanza, A.
Farley, Geo.	Polge, L.
Fabeck, L.	Purnhagen, L.
Fitzgerald, H.	Rasmussen, F.
Ford, O. A.	Rommell, A.
Gabrielson, G.	Rogeness, A.
Gronlund, O.	Saari, K. G.
Grunhock, J.	Scarabosla, M.
Gumwho, E.	Schultz, E.-1842
Gulliver, W. H.	Scott, Alf.
Gudmundsen, J.	Scott, E. G.
Gunnarson, Geo.	Sivertsen, S. B.
Hansen, J. M.	Southerland, A.
Haakonsen, H.	Sorensen, W.
Hansen, O. Th.	Soriano, A.
Hansen, Mike	Soderlund, J. O.
Hixon, J. W.	Sorensen, Hans
Hjelkrem, T.	Steln, Albert
Holgaard, T. S.	Steen, Ivar
Hagan, eBn	Stuhr, H. M.
Iversen, I.	Swanson, G. F.
Ingebreitson, C.-69	Svenkerud, H. J.
Jack, P.	Sweeney, S. B.
Jacobson, H. J.	Svensson, B.
Jacobson, Ed.	Sufferson, Knut.
Jakobson, O.	Thorne, G.
Jordt, P.	Thomason, K.
Johnson, C. T.	Thomason, J. W.
Johnson, J. W.	Thompson, C.-720
Johnson, Gunder	Torgusen, A. T.
Johnson, Carsten	Turner, Alf.
Johnson, Alf.	Udby, H. L.
Kahlhetzer, F.	Wallace, Alex
Karlson, K. A.-551	Westad, Johan
Ketala, H.	Whitby, Albert
Kelly, R.	Wemmer, Geo.
Kjelgren, J. A.	Wirtanen, C.
Knudsen, R.	Yerna, F.
Kristoffersen, Emil	

Pt. Townsend Letter List.

Dietrichs, Carl	Mowder, Karl
Echnan, William	Milsen, M. O.
Healy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Stacheassen, C.
Ligestraim, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moherg, Alfred	Woker, Hermann
Moller, Andrew	

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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HONOLULU, H. T.**Portland, Or., Letter List.**

Aeckerle, E.
Andersson, J. E.
Andersson, Carl-1537
Berghold, Hermann
Bartels, H.
Buchtmann, F.
Berthelsen, Alfred
Behrens, Emil
Bagdon, Wilhelm
Brookmann, Robert
Bade, Alex.
Borge, S. H.-1568
Bakke, C.
Coye, Chas. P.
Carlsson, A. M.
Drager, Otto
Eissing, B.
Espensen, E. N.
Eriksson, E. J.
Gunter, Hans
Holmes, T. A.
Hansson, Paul
Hartman, Chas.
Hansen, G. J.
Hohnberg, O. B.
Hansen, Aldan
Hassell, S. G.
Harrison, Chas.
Hegan, F.
Hogen, B.
Henriksen, A. G.
Johansen, H. J.-2126
Jensen-1826
Jensen, Peter
Jahnke, Carl
Koch, Carl

Kruger, Heinrich
Knudsen, Peder
Kone, E.
Lindholm, E. A.
Lindholm, A.
Lerch, Paul
Lui, Theodor
Larsen, Niels A.
Marin, E. H.
Merents, Otto
Meijer, O. W. G.
Martin, John B.
McArthur, Chas.
Nelson, Johan
Olsen, O.-1059
Olsen, J.-1073
Osol, Theo. K.
Osvald, T.
Peterson, N.-1235
Peterson, Paul
Peterson, Frank
Peterson, J. A.
Pettersen, John
Quinn, W.
Rytka, Otto-716
Swanson, J.-1968
Shallow, John
Sollen, Pierre
Schevig, A. B.
Siliwalla, Jacob
Stenzel, W. O.
Whittol, N. F.
Winche, August
Wahlstedt, R.-778
Wickstrom, Anton.

INFORMATION WANTED.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

TACOMA, WASH.

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(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYSClothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.

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812 FIRST AVENUE SEATTLE, WASH.WHEN IN PORT AT TACOMA
Visit**THE NEW YORK STORE**717 PACIFIC AVE.
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Where the Best

Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.**INFORMATION WANTED.**

David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

SEATTLE, WASH.

Change of Ownership Sale

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
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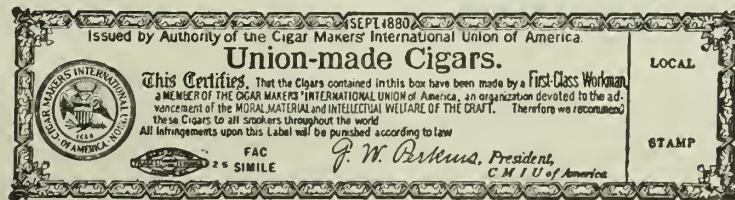
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graph promptly attended to.

Telephone No. 13.

SMOKERS See that this label (in light blue)
appears on the box from which
you are served.**INFORMATION WANTED.**

Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.

Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.

Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.

Ole J. Andersen, or Danielsen, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.

Theodore Hansen, a native of Ger-
many, last heard of two years ago at
San Francisco, is inquired for. Ad-
dress, Coast Seamen's Journal.

George R. O'Connor, who arrived at
San Francisco in January, 1908, on the
steamer Olson & Mahony, is inquired
for. Address, Coast Seamen's Journal.

News from Abroad.

The Russian Council of the Empire
on July 18 approved the budget, which
shows a deficit approximately of \$37,-
500,000 in extraordinary revenues.

The Spanish steamer Florencio
Rodriguez, with a cargo of alcohol,
caught fire at Malaga, Spain, on July
16 and was burned. No lives were
lost.

There have been no new cases of
bubonic plague reported at Port of
Spain, Trinidad, since July 4, and
clean bills of health were issued on
the 12th.

What is declared to be the original
painting by Rubens of the "Descent
from the Cross," has been discovered
in the Catholic cathedral of St. Nicho-
las in this city.

Nathan Straus, of New York, has
donated to Austria, complete for in-
stallation, a milk pasteurization plant
and Dr. Bienerth, Minister of the In-
terior, has accepted it.

Information received at the State
Department is that the estimated loss
of life in the recent revolution in
Paraguay was from 100 to 150 per-
sons, while 400 were wounded.

Twenty Mexican revolutionists who
had been condemned to death were
recently removed from Casa Grande
to Chihuahua, where they will be ex-
ecuted in the State prison later.

The French Parliament adjourned
on July 13, thereby postponing the
consideration of the income tax, old
age pensions and restoration of the
death penalty bills until the autumn
session.

The London (Eng.) Daily Express
states that it is in possession of
definite information that Great Britain
will purchase the three Brazilian bat-
tleships now under construction in
England.

A terrific earthquake occurred on
July 16 in the provinces of Tacna and
Arica, in Chile, the southern part of
Peru and Bolivia. Considerable de-
struction of property but no loss of
life is reported.

Wireless telegraphic communication
between Lima, Peru, and Iquitos, on
the Amazon River, has been success-
fully established, according to a cable-
gram received by the Peruvian Con-
sul-General at New York.

At a meeting of the Association of
Contractors at Paris, France, on July
10, a general lockout was voted. This
situation has been brought about, it
is said, by the workmen's campaign of
partial strikes, boycotts, etc.

It is proposed to reduce letter pos-
tage between Norway and the United
States from 20 ore (5 cents) to 10 ore
(2½ cents), even if it involves financial
loss. It is felt that the reduction of
the rate would strengthen the ties
which bind Norwegians in America to
their home country.

The new Finnish Diet is composed
of 76 Social Democrats, 53 Old Finns,
30 Swedes, 29 Young Finns, 8 Agrar-
ians and 4 Christian Thinkers. The
Swedes have gained 9 seats, the
Young Finns 5 and the Christian
Thinkers 2, while the Social Demo-
crats have lost 4, the Old Finns 3 and
the Agrarians 9 seats.

The London Express has polled its
readers on the question of Woman
Suffrage, with the following result:
Sixty thousand and forty-seven men
and 49,942 women voted against it,
while 13,316 men and 37,962 women
supported it. Twenty-five thousand
eight hundred and eighty-five men and
29,504 women voted for a limited fran-
chise for women.

Labor News.

The sixteenth annual convention of the International Longshoremen's Association began at Erie, Pa., on July 13.

Boiler-makers employed in the Big Four shops of the New York Central system at Bellefontaine, O., dissatisfied with the piece-work system, went on strike July 15.

The Carpenter Steel Works, at Reading, Pa., resumed on July 13, after several weeks' idleness. Many employees were put to work, with prospects of steady employment.

The plant of the Algoma Steel Company, a subsidiary of the Lake Superior Corporation at Sault Ste. Marie, Mich., was shut down on July 17. More than 1000 were thrown out of work.

Nearly 1000 men have been taken back at the Baldwin Locomotive Works in Philadelphia, Pa., within the last three weeks, and it is probable that more will be re-employed in the near future.

The Reading Railway Company's locomotive shop resumed at Reading, Pa., on July 6, after two weeks' idleness. So many engines are in need of repairs that no further shutdowns are expected this year.

One hundred men have been added to the working force in the Southern Pacific Railroad shops at Sacramento, Cal., and an optimistic view of the situation is taken. It is understood that further additions will be made.

Steve Adams, member of the Western Federation of Miners, was acquitted of the murder of Arthur Collins at Grand Junction, Colo., on July 15. Adams' alleged confession was excluded and eight witnesses testified to an alibi.

After a three days' trial the Santa Fe Railroad was found guilty in the United States District Court, at Prescott, A. T., on July 17, of violating the Federal law relating to safety appliances on railroad cars. The penalty is a fine of \$1500.

President Moyer, of the Western Federation of Miners, was instructed by the convention of that body, at Denver, Col., on July 18, to appoint a committee of five to arrange a working card system with the United Mine Workers of America.

Three hundred men struck at the sawmill of the Puget Sound Mills and Timber Company at Bellingham, Wash., on July 16, because the superintendent refused to give them a raise in pay. The men were getting \$1.75 for a ten-hour day and demanded \$2 for the same time.

Samuel Gompers, John Mitchell, John B. Lennon, Frank Morrison, Joseph Valentine, James Duncan and Max Morris were served with papers at Denver, Colo., on July 11, to appear as defendants in a suit brought by the W. R. Thompson Marble Company against them as the leading officers of the American Federation of Labor for \$50,000 for alleged damages to its business by a strike and boycott.

The annual report of Ernest Mills, Secretary-Treasurer of the Western Federation of Miners, shows a decrease of 5000 in membership during the past year. The membership on January 1 of this year was 38,116. The report shows total collections by the local unions of \$1,100,694 and expenditures of \$993,835. Of the latter amount \$189,589 was expended in the defense of Haywood, Moyer, Pettibone and Adams on murder charges.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Information Wanted.

Terkel Olsen, a native of Treungen, Norway, aged 56, is inquired for by his brother. Address Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper El-dred Rock Light Station, Via Juneau, Alaska.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Seamen's Journal.

Domestic and Naval.

The new United States battleship Montana has been accepted by the Navy Department. Captain Alfred Reynolds is in charge.

The steamship St. Louis on a recent passage across the Atlantic struck a large whale and cut it in two. The shock was felt throughout the vessel.

Steamship agencies in Europe rejected more than 65,000 applications for passage during the last fiscal year, for fear that American Immigration authorities would not permit them to land.

The rumor that Albert Ballin, director-general of the Hamburg-American Steamship Line Company, is about to resign has been denied by Herr Huldermann, general secretary of the company.

When the United States battleship Montana, at the Navy Yard at Norfolk, Va., is ready for sea, she will go on a "shaking down" cruise to last one month. The Montana will return to the Norfolk yard.

The gunboats Princeton and Vicksburg, now at Bremerton and Mare Island, respectively, on the Pacific Coast, will be sent to the Atlantic Coast in a short time. Both vessels are now out of commission.

Ten members of the Chinese crew of the British steamship Strathgrye jumped overboard at Norfolk, Va., on July 11. Eight were rescued by the police and two were drowned. The Chinese complained of ill-treatment.

Commander Robert E. Peary sailed from Sydney, N. S., on the steamer Roosevelt in another attempt to reach the North Pole. His last remark as he went over the ship's side was that he expected to accomplish his purpose.

The rush of Atlantic travel eastward still continues to be almost up to the average of other years. Steamship agents assert that the season was later than usual this year, but that it has made amends for the falling off in the earlier stages and promises to continue later than usual.

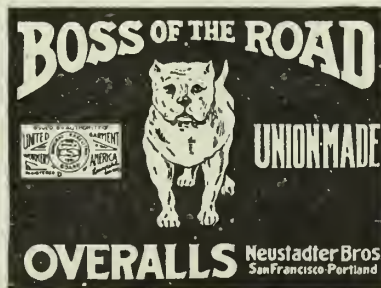
While other North Atlantic ports show a decided falling off in the number of arrivals during June, more vessels came to Philadelphia in that month than at any time during 1908. The total number of vessels of all classes and nationalities which arrived at that port was 539.

The United States battleship South Carolina was launched at Cramps' Shipyard, Philadelphia, Pa., on July 11. The South Carolina is the second of the two "all big gun" battleships authorized by Congress, the other being the Michigan, which recently was launched at Camden, N. J.

With her flag at half-mast for the loss of three of her crew, the Halifax sealing schooner Alice Gertrude arrived at Halifax on July 12 from the Falkland Islands sealing grounds after a run of forty-three days. During a severe storm a boat's crew consisting of Arthur Griffin, the mate, and two sailors, were lost.

Suit to recover \$40,000 as damages for the death of her husband, Lucius, was filed by Emma Hubbard in the United States District Court at Philadelphia, Pa., on July 13, against the Hamburg-American Packet Company, owner of the steamship Arcadia. Hubbard received injuries which caused his death as the result of the explosion of fireworks on the vessel on June 20 last.

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Had One Placed. — Host—"Well, Tommy, what do you want?"

Visiting Boy—"I want some of the turkey first, but I—I haven't got my other wants classified yet."—Philadelphia Record.

Served Him Right.—Mr. Woody—"Music is a most fascinating study. Do you know I'd like to sing, awfully."

Miss Blunt (who had heard him)—"Oh, you do."—Boston Transcript.

S'tongue!—"I see my finish," groaned the sandwich as the bank clerk reached for it across the lunch counter.

"Yes," answered the mincepie, "and isn't it horrible! You're to be bitten by an adder."—Philadelphia Record.

An Accommodating Banker.—Mrs. O'Brady—"Shure, I want to bank twinty dollars. Can I draw it out quick if I want it?"

Cashier—"Indade, Mrs. O'Brady, you can draw it out to-morrow if you give me a wake's notice."—Exchange.

Poor Old Bird.—"What's the matter with that old hen?" asked the guinea fowl. "She looks worried."

"Oh," replied the bantam rooster, "she's a temperance crank and she's worrying for fear some of her eggs will be used in the making of egg-nogg."—Catholic Standard and Times.

Sounded That Way.—Tommy (at the local concert, watching soprano singing aria and conductor waving baton)—"Ma, what's that long-haired man hitting at her with that stick for?"

His Mother—"He isn't hitting at her."

Tommy—"Then what is she screaming about?"—Bystander.

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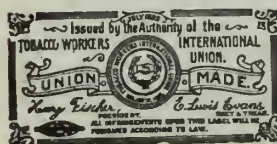
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen. by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 45.

SAN FRANCISCO, WEDNESDAY, JULY 29, 1908.

Whole No. 1075.

FURUSETH WRITES FROM EUROPE.

ANDREW FURUSETH, who is now in Europe for the purpose of attending the conventions of the International Transport Workers' Federation and the British Trade-Union Congress, is spending the period prior to the assembling of the former body, at Vienna, Austria, on August 19, in an investigation of labor and social conditions on the Continent. Following the instructions of the last convention of the International Seamen's Union of America, Comrade Furuseth will devote his time mainly to a study of maritime conditions in Europe, with particular reference to their effect upon the seamen of the respective countries. Since his arrival in Norway, Furuseth has been actively engaged in consultation with the officials and members of the labor movement in that country and in Sweden, also addressing meetings and advising with the governmental authorities in the respective countries. Comrade Furuseth's first impressions of Norway and Sweden are contained in a communication to the Journal, which is here-with published, as follows:

My impressions at Christiania were more favorable than I had dared to hope for. Such matters as wages and working hours I shall write of in detail at a later date. For the present I can only say that the Seamen's Union at Christiania is about 6,000 strong, composed of mates, sailors, firemen, cooks and stewards. Each of these branches has a separate local, but all are under a single national head, as in the case of the International Seamen's Union of America.

The seamen of Norway seem to work well together, and there is a healthy spirit among them. Of course, there are many things which might be changed with advantage, many improvements that might be made, but these changes will be made in time. The Socialists are interfering a great deal, and not for good; but the leaders understand that they must keep clear of "isms," as far as possible, both in order to secure legislation and to get the seamen to take a real, live interest in the Union. Self-confidence is somewhat lacking, but it is growing, and the temper seems good.

The laws are bad, worse than I had thought, and will hold the seamen back for some time. There is serious thought in high governmental circles of re-casting the law concerning the personnel of the merchant marine. I have had interviews with the Commissioner of Navigation, Mr. Magnus Andersen (who will be remembered as the man who sailed the Viking to the United States during the Columbian Exposition of 1893, and who established the Norwegian Seamen's Home in Brooklyn). I also interviewed the Minister of Commerce, Navigation and Fisheries, of whom I have a high opinion and high hopes. The

latter official was a seaman for seven years, and he told me that he had seen enough to convince him that great changes must be made in the laws under which the seamen live and suffer, and that it is in reality these laws which cause most of the seaman's ills. There are good prospects of radical changes in the seamen's favor in the near future. Such changes are now being seriously considered by the Department, and, coming from the Government, the proposed measures will have excellent chances of passage. These proposed changes include the abolition of all penal punishment for desertion, the establishment of a standard of efficiency, and sundry other new laws.

The same official expressed the idea that what is needed is an international seamen's union upon lines of practical improvement in the seaman's life. I told him about our work in the United States and explained what our hope is. The Minister seemed pleased, and wished us luck. Of course, I suggested to him that "property can not organize;" consequently, so long as the seamen are regarded as the property of the vessel they have no power to help themselves. He apparently understood this line of reasoning, and was in sympathy with it, but found it difficult to follow us the whole way. When I explained that one-half of the seaman's pay ought to be sufficient security for the fulfillment of a contract, and that the seaman would not leave his vessel simply for fun, he agreed that the penalty of forfeiture of pay ought to be sufficient to prevent desertions. At least the thought impressed him favorably.

Upon the whole, I am well pleased with what I have seen and with the prospects. Many persons, including those in official life, recognize that something such as is here suggested must be done, or Norway will cease to be a great maritime nation. I know that the visit here has done me good, and I believe that I have done some good by coming. It is my impression that there exists among the people here a wish for improvement, and also a will to work for that end. However, there is going to be much opposition from the shipowners, who, of course, realize that improvements in the law will result in increased wages. Already the Union has succeeded in increasing wages from 50 crowns to 65 crowns per month.

My other impressions of Norway are very good. The progress among the people generally, especially the working class, is so great that it could hardly be believed. Let me give one instance: Up in the country, where I was born, there now exist seven unions of laborers and small farmers. These organizations possess their own labor temples, small, of course, but convenient and well built. In the parish where my brothers live the unions have taken hold of the Government, and one of my brothers has been a Supervisor for ten years. The schools are good; the roads are good, and there is a general air of prosperity which is astounding. It all comes from mutual aid (not of the book, but in fact). There exists a spirit of independence and self-reliance which is good to contemplate.

The wages of common labor are from two to three crowns (55 cents to 80 cents) per day, and it costs about seven crowns (\$1.90) per week to

live. In Christiania the wages are higher, and the cost of living is also higher. Skilled workers earn from four to six crowns (\$1.10 to \$1.60) per day, and, living better than the men in the rural districts, they, of course, pay more.

In Sweden things industrial are boiling, as in a caldron. The whole building trades are out, as are also a large number of transport-workers, and on the 20th of this month (July) the employers are going to lock out practically the whole industrially organized population. It is estimated that 150,000 men will be involved in the lockout.

The real dispute is, of course, a matter of wages, but it is explained as an "Open Shop" proposition, in other words, the workers' freedom to work "where, when and how they will."

Sweden is remarkably well organized, excepting in the case of the seamen. Labor temples are established in about seventy-five cities and towns. In several towns the workers own libraries, and in still others, parks. Wages have increased from 50 to 100 per cent during the past ten years. In certain occupations the increase has been as high as from 200 to 300 per cent in the same period. The cost of living has, of course, gone up in about the same proportion. With the seamen standing where they were, or in about the same position, you may realize what their condition must be.

The maritime laws of Sweden are very stringent, and punishment is meted out right and left. The number of boys who go to sea decreases constantly, and the number of grown men who leave the country increases as constantly. Mr. Charles Lindley, General President of the Transport-Workers' Federation, is a member of the Rigsdag, and has many times taken up the question of the seamen and the law, but without any result, other than to secure the appointment of a commission, of which Mr. Lindley himself is a member. He expects to accomplish something, but how much or when are questions the answer to which he does not care to venture.

Something must and will be done, but whether sufficient or at the right time can not now be foretold. Much will depend upon the outcome of the present industrial struggle. Mr. Lindley understands, more or less clearly, that the seamen must have personal freedom in order to progress; but he says, and I am afraid correctly, that things have gone so far that other legislation must be secured to raise the manning standard, thus insuring the employment of men where now mostly boys are employed. There is more unionism among the seamen of Sweden than among those of Norway, but to me it appears that the prospects are better for the latter country than for the former.

During my stay in Stockholm I was with Comrade Knut Griberg almost the whole time. He conducts a prosperous book and stationery business, but is as eager in his interest for the seamen as he was when a member of the Sailors' Union of the Pacific, many years ago. The Journal is received by him regularly, for which he desires to thank the Union, and at the same time to be remembered to all his old comrades on the Pacific Coast.

Fraternally,

ANDREW FURUSETH.

Malmo, Sweden, July 9, 1908.

A SEA-SERPENT STORY.

Truth is proverbially stranger than fiction, and, as Hamlet said, "There are more things in heaven and earth, Horatio, than are dreamt of in your philosophy." Despite these hoary truisms it is a well-known psychological fact that most men can be made to swallow almost any sort of fiction, provided due skill be employed in handling the element of verisimilitude, but will unmercifully flout a story whose probability is overshadowed by its strangeness, though its truth may be vouched for by unimpeachable witnesses. The familiar nursery tale about the old lady who unquestionably accepted her sailor-boy grandson's yarns about Pharaoh's chariot-wheels in the Red Sea, and rivers of rum and mountains of sugar in the West Indies, but indignantly rejected his account of having seen flying fish, points a moral which is exemplified in our everyday life to an extent which but few of us realize. And, because of this peculiarity of human nature, many a man who has made a strange discovery which, if disclosed to the world, would add materially to the sum total of useful human knowledge, carries his secret with him to his grave rather than risk the contingency of being branded a fabricator or, worse still, a harmless crank.

These reflections have been called forth by the following Associated Press dispatch which made the rounds of American newspapers a few days ago:

SHIP'S OFFICERS SWEAR THEY SAW SEA SERPENT.

Take Oaths in Galveston They Sighted Monster 200 Feet Long Off Mexican Coast.

GALVESTON (Texas), July 18.—Officers of the Norwegian steamer Livingstone arriving here from Frautera, Mexico, filed with the United States Collector of Customs a sworn statement to the effect that June 23, while fifty miles north of the Mexican port, a terrible sea monster more than 200 feet long, was seen.

The serpent was near the vessel, which hove to that everyone might see it. The American Consul at Frautera signed the affidavit and placed his official stamp upon the document. In addition, every passenger on board attested to the truthfulness of the story under oath.

Stories by travelers and mariners of having sighted the sea-serpent have been rife from time immemorial. Many of them have been well authenticated, the credibility of the narrators being above suspicion. Yet, to this day, scientists as a body have flatly refused to affirm the reality or possible existence of the sea-serpent. One or two noted paleozoologists, however, have timidly ventured the opinion that the animal in question may possibly be a surviving species of one of the many gigantic marine Sauria of the Lacertilia family which are known to have inhabited the oceans of the earth during the Devonian and Carboniferous ages. But this opinion has received about as much attention from the scientific world at large as is implied in the familiar simile of a voice crying in the wilderness.

While nearly everybody likes to be humbugged, few men can be induced to devote the time needed for the investigation of phenomena so unsusceptible of proof as that of the sea-serpent. And so it has come to pass that the sea-serpent is now generally classed with the dragon and the unicorn.

His only function so far has been to serve as a stock-joke to the tribe of funny writers who, somehow, have come to be regarded as necessary adjuncts to our civilization.

A well-known British explorer, and fellow of the Royal Geographical Society, was once asked if he believed in the sea-serpent, and replied: "Unfortunately I have seen him." It is with much the same feeling that I approach the narration of my own experience of seeing the sea-serpent. My motive for writing on the subject at all is mainly to furnish an encouraging example to others who, mayhap, have also seen the sea-serpent, but are afraid of being ridiculed, and so keep silent. It is a matter of relatively great importance to the world of science that this seeming mystery should be cleared up. To this end all those who have actually seen the sea-serpent should be enlisted in a common movement culminating in a scientific expedition having for its aim the capture of a sea-serpent, or, if this be found impossible, the collection of sufficient data and evidence to prove conclusively that such monsters really inhabit the seas. For the sea-serpent is no myth. Every incident in the following narrative is absolutely true, including names and dates:

In May, 1885, I was an able-seaman on the hermaphrodite brig Rachel Coney, of Providence, R. I., Thomas Bryant, master. She was at that time trading to the West Indies with a cargo of general merchandise taken on in New York. Our first port of call was Ponce de Leon, Porto Rico, where we discharged a portion of our cargo. From thence we proceeded to Mayaguez to unload another portion. On the first morning out from Ponce de Leon we were going along at a rate of about six or seven knots an hour, with the Northeast Trades on our starboard quarter, and keeping a mean distance from the land of approximately four miles. Shortly after eight bells in the forenoon watch I was sent up aloft to shift over the gaff-topsail tack which, in the confusion caused by getting under way before daylight, had been hauled down to windward of the peak halyyards. After getting the tack over I, sailor-like, took a sort of crows' nest squint all around the horizon before descending from the cross-trees. I was just on the point of climbing down when, on our weather quarter, and distant a mile or so, I espied an object which made me shout excitedly to the men on deck: "Look! Look! over there!" pointing at the same time toward the object.

And there, before us, we saw a sight which it has been given to but few men to witness in historical times. A leviathan, snake-shaped monster, as thick as the mast of a big ship, reared its head about thirty feet above the water and remained thus in plain sight of everybody during fully ten seconds. After an interval of a minute or two, during which the creature had disappeared, it again reared its head as before. A third time it showed itself to us, and then vanished from sight to reappear no more.

In color, so it seemed to me, the creature was of a blackish brown. Its head had the oval, flattened shape peculiar to snakes in general, and the shiny, beady eyes could be plainly seen even at that distance. There were two horn-like protuberances on the head, one on each side and just behind the jaw. These, however, may have been fins. As to the probable length of the monster I

judged it from the portion of its body seen above water to be in the neighborhood of one hundred and fifty feet. This, of course, is assuming that its body below the water was of the same general shape as that part of it seen by us. Certainly no snake-shaped animal of less length could have supported so great a part of its body above water for such a long time.

It is unnecessary to dilate upon the impression which the spectacle made on myself and shipmates. Sailors are so used to witnessing strange phenomena of nature that hardly anything of that kind ever staggers them. Besides, they are kept so busy at work that they haven't any time to think on things not directly related to the job in hand for the time being. I will merely add that I subsequently ascertained from some fishermen in Mayaguez that the sea-serpent had been seen in that section before. They called him "cabron," which is the augmentative of the Spanish noun "cabro" a goat, because of the horn-like protuberances on his head which I have already described. They also gave me the interesting information that he only shows up once in twenty-five years or so. It is probable that these periods of time mark the spawning seasons of the creature. Should this deduction be correct it is certain that the sea-serpent is the longest-lived animal on this planet, attaining, perhaps, an age of over one thousand years. In this connection it is significant also that the time intervening between my sighting of the sea-serpent and the sighting of him by the crew and passengers of the Livingstone should amount to a little more than twenty-three years.

Whether Captain Bryant ever made an official report to any one on shore on the subject, or not, I do not know. Neither do I know what has become of the rest of the crew of the Rachel Coney. One of them, a Norwegian, whom I only remember as "John," was two years ago—and may be still, for aught I know—a member of the Atlantic Coast Seamen's Union. Should this meet his eye he will confer a favor on me by letting me know his full name and present address.

EL TUERTO.

The postal savings bank of India was established in 1882, in which year the depositors numbered 39,121 and the deposits amounted to \$932,243. In 1907 the depositors numbered 1,190,220 and the deposits amounted to \$49,223,283, which, perhaps, should not be considered large in a country having a population of some 300,000,000, but the average Indian farmer, mechanic, servant, or laborer never deposits money in a bank, but hides it away in a pot or box in the ground or in some other place which he may consider safe.

At the recent French national congress of firemen there was considerable discussion concerning the importance of teaching children the danger of fire. As a result prizes were offered for maxims, which are now taught to school children, as a primary preventive measure.

In 1907 Manchester was fourteenth among British ports in the list of tonnage. The total amount was 2,254,885 tons, representing 6,362 vessels.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

SEAMEN'S UNION ELECTION.

The following amendment to the Constitution of the Atlantic Coast Seamen's Union has just been adopted by referendum vote:

Art. VII., Sec. A. add: "And is not a member of any organization hostile to the I. S. U. of A., nor engaged in the occupation of saloonkeeper or bartender, or is interested in any way in the retail sale of liquor." The Section now reads as follows:

"Section A. Nomination for officers shall be made during May and November, at Headquarters and Branches, in regular meetings. No one can be nominated for office unless he is a full member of six months' standing, and is not a member of any organization hostile to the I. S. U. of A., nor engaged in the occupation of saloonkeeper or bartender nor interested in any way in the retail sale of liquor."

The following were elected to office for the ensuing term of six months: Treasurer, I. H. Feinberg; Secretary, William H. Frazier; Portland Agent, George Foley; New York Agent, G. H. Brown; First Delegate, New York, Walter Edwards; Second Delegate, New York, Michael Spurvey; Third Delegate, New York, John Warren; Philadelphia Agent, H. Atkinson; Philadelphia Delegate, Walter Neilson; Baltimore Agent, Felix Foley; Norfolk Agent, Jack Edmondson; Mobile Agent, Charles H. Sheraton; New Orleans Agent, George C. Bodine; Assistant Secretary, Charles Mars; Assistant Agent, New York, James H. Williams. The following six members received the highest number of votes as delegates to the next convention of the I. S. U. of A.: W. H. Frazier, George C. Bodine, H. Atkinson, G. H. Brown, Felix Foley and Charles H. Sheraton. There was a total of 549 ballots cast.

THANKS TO FOGG.

At the regular meeting of the Atlantic Coast Seamen's Union, held at headquarters, Boston, Mass., May 12, 1908, the following resolution was unanimously adopted:

Whereas, We have for many years endeavored to have Sections 2 and 3 of Chapter 66 of the Massachusetts Statutes repealed; and

Whereas, Until this year we have been unable to ever get the matter discussed on the floor of the House of Representatives; and

Whereas, This year Representative Clarence J. Fogg, of Newburyport, unsolicited by us, took up the fight for the Seamen, and although unsuccessful in his endeavors in our behalf, he has done all he could for us; therefore, be it

Resolved, That the Atlantic Coast Seamen's Union hereby extends its thanks to Representative Fogg for his efforts to strike some of the shackles from off the seaman and make him a free man.

(Attest)

WM. H. FRAZIER,

Secretary Atlantic Coast Seamen's Union.
Boston, Mass., May 12, 1908.

Demand the union label on all products.

ATLANTIC MARINE ITEMS.

The situation on the Gulf continues about the same, they having a great deal of trouble with imported scabs, but Comrades Bodine and Sheraton are doing nobly.

Quite a number of our members are mackerel seining this summer, and the remuneration is a great deal better than it would be if they went coasting. We hope their good luck will not forsake them.

We are pleased to say that the Crowley fleet have every vessel in commission, although charters are very scarce and freights very low.

There have been numerous changes among the masters of the fleet. Captain Babbett, of the Mertie Crowley, has retired, and Captain Will Haskel, formerly of the Van Allen Boughton, has taken the Crowley. Captain Charles Hart goes from the Margaret Haskel to the Samuel Goucher. Captain Thomas goes from the Goucher to the George P. Hudson; Captain McKown from the Henry W. Cramp to the Haskel, and Captain Henry Babbett from the Mount Hope to the Cramp, while Captain Ed. Babbett takes the Mount Hope.

According to the press reports, Mr. Brandenburg, the man who tried to hire Samuel Gompers, President of the American Federation of Labor, to sell out the Federation to the Employers' Association, and who is opposed to all emigration, has been arrested upon complaint of his wife for non-support. Wonder if the Employers' Association has gone back on Brandenburg so that he is no longer able to support his wife. If so, it is too bad. A full account of Mr. Brandenburg's attempt to bribe Mr. Gompers will be found in the proceedings of the last convention of the International Seamen's Union in the report of the delegates to the convention of the American Federation of Labor. The "emigrants whom Mr. Brandenburg is so much opposed to (except when he wants cheap labor) usually find enough to support their families upon, and Mr. Brandenburg will do well to imitate them.

WON'T SWAB DECKS.

A thoughtful writer in the Saturday Evening Post, of Philadelphia, writes feelingly of our young men in the Navy and seeks to explain why they run away from the service. The writer appears to have vast resources of ignorance concerning the Navy and its personnel; but he touches a tender spot when he says the proud American mariner from Indiana and Kansas—the nurseries of our Navy—objects to doing chores on the battleships and cruisers; he will not swab up the decks, clean the spittoons or descend to work of that kind. Of course if Kansas and Indiana won't do it, how can you expect New York or New England to do it. It looks as if it were up to the Navy Department to hire good-looking girls to do the housework on the fleet, otherwise Kansas and Indiana will cut the Navy out.—Boston Traveler.

MORE PAY FOR NAVY.

The Naval Appropriation bill, which passed Congress at the recent session, makes important changes in the pay of the Navy, one of the principal being that practically every officer under Admiral will receive an increase of \$500 annually. The conferees agreed on and the House consented to the following:

"Hereafter all commissioned officers of the active list of the Navy shall receive the same pay and allowances, according to rank and length of service, and the annual pay of each grade shall be as follows: For Admirals, \$13,500; Rear-Admirals, first nine, \$8000; Rear-Admirals, second nine or Commodore, \$6000; Captain, \$4000; Commander, \$3500; Lieutenant-Commander, \$3000; Lieutenant, \$2400; Lieutenant, junior grade, \$2000; Ensign, \$1700. There shall be allowed and paid to each commissioned officer below the rank of Rear-Admiral 10 per centum of his current yearly pay for each term of five years' service in the Army, Navy and Marine Corps. The total amount of such increase for length of service shall in no case exceed 40 per cent in the yearly pay of the grade as provided by law; provided, that the annual pay of a Captain shall not exceed \$5000 per annum, of Commander \$4500 per annum, and of Lieutenant-Commander \$4000 per annum.

"All officers on sea duty and all officers on shore duty beyond the continental limits of the United States shall while so serving receive 10 per centum additional of their salaries and increase as above provided, and such increase shall commence from the date of reporting for duty on board ship or the date of sailing from the United States for shore duty beyond the seas or to join a ship in foreign waters. The pay of midshipmen shall hereafter be \$600 per annum while at the Naval Academy and \$1400 per annum after graduation from the Naval Academy.

"The pay of all warrant officers and mates is hereby increased 25 per cent, and all paymasters' clerks shall, while on duty, receive the same pay and allowance as warrant officers of like length of service in the Navy. The pay of all active and retired enlisted men of the Navy is hereby increased 10 per centum, provided, further, that the pay and allowances of chiefs of bureaus in the Navy Department shall be the highest pay of the grade to which they belong and not below that of Rear-Admiral of the lower nine, and that the pay and allowances of chaplains in the Navy shall in no case exceed that provided for Lieutenant-Commanders.

"Aids to Rear-Admirals embraced in the nine lower numbers of that grade shall each receive \$150 additional per annum, and aids to all other Rear-Admirals \$200 additional per annum each.

"When an officer of the Navy has been thirty years in the service, he may, upon his own application, in the discretion of the President, be retired from active service and placed upon the retired list with three-fourths of the highest pay of his grade, and provided, further, that any officer of the Navy who is now serving or shall hereafter

(Continued on Page 10.)

World's Workers.

The average of the yearly wages paid in the German textile industry in 1886 was \$128.44. In 1905 the average was \$163.66, an increase of 27 per cent.

Male help in the laundries at Buenos Ayres is paid \$1.50 to \$5 Argentine paper (66 cents to \$2.20 gold) a day, female from \$1 to \$2.50 (44 cents to \$1.10 gold) a day.

The daily wages of the 10,000 employes in the Japanese Government iron and steel works at Wakamatsu vary from 9 cents for coolies to 90 cents for skilled labor, United States currency.

The daily hours of street-car-men in Warsaw, Poland, are from 7 a. m. to 11:30 p. m., with intervals for meals, for which drivers receive 62 to 67 cents; conductors, 62 to 83 cents. Inspectors receive \$30.90 to \$41.20 per month.

The 20,000 mill hands at Bombay, British India, struck on July 23 to demonstrate their sympathy for Tilak, the Nationalist leader and editor, who was sentenced a few days previously to transportation for six years on the charge of sedition.

Organizer Martin, of the Mackay (Australia) District Sugar Workers' Union, reports having been informed that the board of directors of the Marian Sugar Mill has issued instructions that no official of the Union is to be allowed in the mill.

The serious extent to which the depression in the Nottingham (Eng.) lace trade is affecting employes is shown by the fact that a year ago the Society of Lacemakers was paying to unemployed members about \$100 a week, while now the total payment is about \$600 a week.

A good tool man in the machine shop at Zurich, Switzerland, earns between 5 and 7 francs a day (\$.96 to \$1.35), but the tendency is toward higher wages. The living cost of workmen in Zurich in proportion to the cost in America is, roughly, in the ratio of about 1 to 2½ or 3.

A dispatch from Kimberley, South Africa, says that it has been officially announced there that the De Beers Diamond Company has decided upon further retrenchments on account of hard times. Several De Beers mines will be closed, it is said, on the last of July. This will necessitate the discharge of more than 1400 employes, only 200 of whom, however, are whites.

More than one-half of the 259,280 railway employes of the United Kingdom receive £1 to £1 10s., or \$4.86 to \$7.29 per week. Only about 11 per cent receive more than \$7.50 per week. The workday varies from ten to twelve hours. The average weekly wages of conductors are \$6.50; engineers, \$9.68; firemen, \$6; brakemen, \$5.50; switchmen, \$6.04; signalmen, \$5.50 to \$6.50; ticket-collectors, \$5.36; porters, \$4.36; car-cleaners, \$4.50; section foremen, \$5.25 to \$6.25.

The Candle, Starch, Soap and Soda Employes' Industrial Union of Victoria, Australia, which is registered under the Commonwealth Conciliation and Arbitration Act, is empowered to embrace within its scope every class of workers employed in factories where blue, blacking, corn-flour, margarine, baking-powder, cocoa, condensed milk, self-raising flour, jelly crystals, flavoring essences, oat-meal, arrowroot, coffee, spice, rice, barley, split-peas, and so forth, are made or manufactured.

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INFORMATION WANTED.

Whoever knows the whereabouts of Seaman Julius Friedrich Clausen, born at Flensburg, Germany, is requested to inform the German Consul, 51 Third street, San Francisco.

Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignies, Sailors' Union, San Francisco.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Juga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Albert Dietrich, bluish eyes and prominent upper teeth, fair complexion, dark blonde hair, 13 years of age, 4 feet 8 inches tall, missing from his home, 1539 Ninth avenue, Sunset, San Francisco, since November 27, 1907, is inquired for by his parents at the foregoing address. A reward of \$50 will be paid by the parents for information concerning the whereabouts of the missing youth.

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INFORMATION WANTED.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Pacific Coast Marine.

The steamer Capastrano, with F. I. Preble as master, was enrolled at San Francisco on July 25. The United States battleship fleet sailed from Honolulu, T. H., on July 22, en route to Auckland, N. Z.

The bark Guethary, which has been posted on the overdue list at 10 per cent, has arrived at her destination, Queenstown, from Astoria.

The following changes of masters were recorded at the San Francisco Custom-house on July 21: Steamer Trilby, Peter Hansen, vice E. A. Hiatt; schooner Alma, Erik W. Carlson, vice A. V. Anderson.

The German steamer Anubis, from San Francisco for Hamburg, went ashore on a reef in the Santa Barbara Channel, Cal., during a fog on July 21. Crew and passengers were saved, but it is thought the vessel and cargo will be a total loss.

The Survey Board has finished its report outlining a complete scheme for the proposed naval station at Pearl Harbor, drydocks, repair shops, storehouses and administration buildings. The locations for each are recommended, but the maps to accompany the report are yet to be drawn.

The following enrollments were made at the San Francisco Custom-house on July 17: C. Olson, master of the steamer Walter Hackett; H. Potoia, master of the steamer Sehome; Michael Burke, master of the barkentine Amaranth; Hans Paulsen, master of the steamer Fairhaven.

The following changes of masters were recorded at the San Francisco Custom-house on July 20: Steamer Liberty, E. A. Sanderson, vice Otto W. Olsson; steamer Arrow, Elisha Morgan, vice Fred Olsson. The steamer Ajax was enrolled at the Custom-house on the same date with John J. Fahrenholtz as master.

The following changes of masters were recorded at the San Francisco Custom-house on July 18: Steamer Lakme, John Dahlquist, vice F. I. Preble; steamer Peterson No. 1, H. E. Shortz, vice Bernard Madden; steamer Nonpareil, Martin W. Beck, vice Charles Evans; steamer Jas. S. Higgins, J. F. Higgins, vice W. F. Higgins.

A dispatch received by the Navy Department on July 25 from the gunboat Yorktown, on sealing patrol duty about the Pribiloff Islands, Alaska, indicates that while the situation in sealing waters at present is quiet, five Japanese schooners are sealing near the island of St. Paul. If the sealing vessels should encroach upon the seal preserves a serious clash is probable.

The following changes of masters were reported at the San Francisco Custom-house on July 25: Steamer Helene, Olaf Andersen, vice H. E. Olsen; steamer Sea Lark, E. A. Sandstrom, vice George Poversich; steamer Hercules, O. C. Hansen, vice D. C. Thomson; steamer Newport, R. W. Bowdich, vice J. E. Johnson; steamer Watson, John Griffith, vice E. P. Bartlett.

The new steam-schooner Shasta of the E. K. Wood Lumber Company underwent her trial trip on San Francisco Bay on July 25, and filled all the requirements of her builders and owners. The new steamer maintained an average speed of ten knots. She is 208 feet long, 40 feet beam and draws 14 feet of water. She is of 878 tons gross, and will carry 950,000 feet of lumber.

In tow of the tug Dauntless, the big log raft for the Benson Lumber Company arrived at San Diego, Cal., on July 18, after a passage of seventeen days from the Columbia River. The raft is 740 feet long, fifty-two feet wide and draws twenty-four feet. It contains about 5,000,000 feet of lumber in logs. Five other rafts of equal size are to be towed to San Diego this summer.

The following changes of masters were recorded at the San Francisco Custom-house on July 22: Barkentine Fullerton, Henry J. Kessler, vice Charles Veney; steamer Greenwood, Charles N. Nelson, vice Johannes Olsen. The following enrollments were made at the Custom-house on the same date: Schooner Mary A. Fernandez, Charles V. Johnson, owner and master; schooner Alameda, Anton L. Swanson, owner and master.

A movement has been started at Honolulu, T. H., for the organization of a Naval Reserve force, to be recruited from the native Hawaiians. The matter was discussed with the officers of the Atlantic battleship fleet during its recent stay at that port and met with the hearty approval of all those whose opinion was asked. The native Hawaiians are considered splendid material for a Naval Reserve force because of their adaptability to sea duty.

C. T. Erickson, of Seattle, Wash., was the lowest of the five bidders whose proposals were opened on July 18 at the Navy Department for the construction of a granite and concrete drydock at the United States Navy Yard, Puget Sound, Washington, for which Congress appropriated \$2,000,000. Erickson's bid being the lowest made for the 863-foot dock, the likelihood is that if his bid conforms to the requirements of the proposals and a dock of those dimensions is to be built, he will be awarded the contract.

What is thought to be the wreck of the missing American bark Adolph Obrig, lost on a voyage from New York to San Francisco, has been sight-

ed in the South Atlantic. The British steamer Homerus, which has arrived at Boston from Buenos Ayres, reports that on June 2, a day after leaving Montevideo, she saw the wreck of a bark in latitude 34 25 south and longitude 53 40 west. The wreck was bottom up and was apparently that of a vessel about 200 feet long. The Adolph Obrig left New York in April of last year for San Francisco and was never heard from.

Following is the reinsurance list, as posted at San Francisco on July 24: American ship Bangalore, 276 days from Norfolk for Honolulu, 90 per cent; bark Esther, 232 days from Amsterdam for Macassar, 65 per cent; bark Carned Llewellyn, 157 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 145 days from Port Talbot for Tocopilla, 30 per cent; ship Samoena, 140 days from Caleta Buena for Channel, 10 per cent; ship Sokoto, 132 days from Port Talbot for Iquique, 30 per cent; bark Good News, 188 days from Wilmington for Tacoma, 40 per cent.

A. R. Rice, chief operator, and his assistants, H. V. Keefer and C. H. Randall, at the Point Loma (Cal.) Government wireless telegraph station, hold the record for long-distance work, having talked with Admiral Sperry's battleship Connecticut on July 24 at a little past midnight. The Connecticut answered the first call of the station, and after identifying each other, the battleship stated that she was then in longitude 165 west and between 9 and 10 north latitude, on her way to Auckland, New Zealand, from Honolulu. A little figuring shows that the point is close to 2900 miles from San Diego, the previous record for long-distance work being 2600 miles.

The preparatory work of floating the steamer Corona, near Eureka, has been going on for some time, and within a few days it is expected that the machinery to be used in that connection will arrive and be put in place. The trestle now being built from the beach to the steamer is nearly completed, and with the expected arrival of Manager C. P. Doe, of the Northern Pacific Steamship Company, owners of the wreck, the work will be hurried to completion. Captain Darling, who has been superintending the work, will, on Mr. Doe's arrival, go to the Klamath, where he will attempt to float the gasoline steamer President, which went on the beach there some months ago.

In the matter of the petition of the Metropolitan Redwood Lumber Company, as owner of the steam-schooner San Pedro, for a limitation of liability, a claim was filed in the United States District Court at San Francisco on July 21 by William H. Smith for \$386.50 for the loss of baggage and personal effects in the collision between the San Pedro and the steamer Columbia on July 21, 1904. The Columbia was lost and Smith, who was a passenger, alleges that the collision off the Mendocino coast was due to the unskillful navigation of both the San Pedro and the Columbia and makes his claim against the Redwood concern and the San Francisco and Portland Steamship Company jointly.

Vessels rounding the Horn this year report encountering an unusually large number of icebergs. The Celtic Race, which arrived at Queenstown, sighted eight large bergs in latitude 50 south and longitude 52 west, on April 8, at 6 a. m. At noon thirty-six more were in sight and at 4 p. m. the same day ten more were seen. The bergs ranged in height from 200 to 300 feet. The Strathgryfe, which arrived at Falmouth from Portland, reported having passed through several large icebergs, which were from fifty to 600 feet high and from three to four miles long. The Professor Koch, just arrived at Falmouth from the West Coast, reports after rounding the Cape she got between thirty icebergs, all within a circle of ten miles. The Amazon from Portland and the Versailles, both bound to Europe, sighted several huge bergs.

On complaint of Acting Consul-General Erythral of Germany, Otto Blunck, Julius Hofmeister and Theodore Offenhansen, seamen of the German steamer Anubis, were brought before United States Commissioner Heacock at San Francisco on July 20, on the plea that they be detained until Germany's representative might send them where they could be punished for mutinous conduct. It is alleged that, while on board the steamer, they assaulted Johannes Dohrn, the chief officer, beat him and stripped him of his uniform, and then attempted to desert. Under Section 4280 of the Federal Statutes the Consul of any country may call on Federal authority to have seamen detained who have been guilty of offenses on shipboard and are attempting to desert the flag, provided they are not citizens of the United States. It being proved that the three seamen from the Anubis were aliens, Commissioner Heacock remanded them to the custody of the United States Marshal, with instructions to hold them, awaiting the pleasure of Germany's Consul-General, for a period not exceeding sixty days.

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Sub-Agency.

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(Continued on Page 16.)

**COAST SEAMEN'S
JOURNAL**
PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 29, 1908.

SEAMEN AND IMMIGRANTS.

The position of the seaman in the United States, as affected by the Immigration laws, has been a matter of doubt and confusion for some time past. Considerable correspondence has passed between the seamen's unions, the Immigration authorities and the Government at Washington, but without definite result, at least until recently. Now, however, it would appear that the question is settled, whether satisfactorily or not being still a matter of discussion. The decision in the Mindoro case leaves no doubt as to the construction placed upon the Immigration law by the authorities. In order that our readers may understand the particulars of this case, we reproduce the correspondence in full, as follows:

Department of Commerce and Labor,
Immigration Service,
Office of Inspector in Charge,
Portland, Ore., May 18, 1908.

D. W. Paul, Agent,
Sailors' Union of the Pacific,
Portland, Ore.

Sir: Receipt is hereby acknowledged of the communication of A. Furuseth, Secretary of the Sailors' Union of the Pacific, addressed to yourself and having reference to the alleged illegal collection of head tax from members of the crew of the American schooner Mindoro which recently arrived at this port from Newcastle, New South Wales.

In response to your request for information on the subject I enclose herewith report of Immigrant Inspector Hussey by whom the crew of the Mindoro was handled. It appears from said report that the crew of the Mindoro comprising ten men, three were Americans and seven were aliens. The Americans were discharged by the Shipping Commissioner without interference by this office. Of the seven aliens, however, four without renouncing their calling as seamen declared their intention of shipping coastwise. They were certified for head tax (see paragraph 4, Rule 22, Department Circular No. 167). Another alien member of the crew renounced his occupation as a deep-water seaman and declared his intention of proceeding through the United States in transit. He was compelled to deposit head tax, subject to refund upon proof of departure from the United States within thirty days (see paragraph 4, Circular No. 167 of Rule 41, paragraph (a), Immigration Laws and Regulations, of July 1, 1907). The remaining alien seaman without renouncing his occupation took oath of intention to reship on an outward foreign bound vessel; head tax was not certified.

The foregoing explanation in connection with the attached report of Inspector Hussey, accounts for the action of this office in certifying six alien seamen ex. Mindoro for head tax, which action is complained of in the letter of Secretary Furuseth of the Sailors' Union of the Pacific.

At your request I return herewith the letter in question.

Respectfully,
(Signed) J. H. BARBOUR,
Inspector in Charge.

The report of Immigrant Inspector Hussey, referred to in the foregoing, is as follows:

Department of Commerce and Labor,
Immigration Service,
Office of Inspector in Charge,
Portland, Ore., May 18, 1908.

J. H. Barbour,
Inspector in Charge,
Portland, Ore.

Sir: Referring to the attached letter from Andrew Furuseth, Secretary of the Sailors' Union of the Pacific, dated San Francisco, Cal., May 12, 1908, addressed to D. W. Paul, the local representative of that body, which communication has been delivered to this office by the latter with the request that an explanation be given as to why head tax was collected on certain members of the crew of the American schooner Mindoro recently, I have to report as follows:

The American schooner Mindoro arrived at this port on or about May 2, 1908, with a crew of three Americans and seven aliens. The entire crew was paid off in this city, its term of employment according to the articles of the vessel having terminated here. Four alien members of the crew signified their intention of renouncing their calling as deep-water seamen and of shipping coastwise. Another member of the crew signified his intention of renouncing his calling as a seaman on deep-water vessels and of proceeding through and out of the United States to Mexico. Still another one of the seven alien members of the crew signified his intention of departing as soon as practicable upon some outward bound vessel. An additional member of the crew took oath to the effect that he would renounce his calling as seaman and seek employment on shore at Seattle, Wash. Head tax was accordingly certified on account of six alien members of the crew of the Mindoro.

The Secretary of the Sailors' Union of the Pacific in his letter to D. W. Paul, agent of the Union in this city, recites a portion of paragraph (a) of Department Circular No. 167, of April 9, 1908, which, in my opinion, is not applicable to the cases of the discharged members of the crew of the Mindoro.

Mr. Furuseth has apparently overlooked certain paragraphs of the circular above referred to which preceded that quoted in his letter, which paragraphs read as follows:

"A seaman is any person employed to serve in any capacity on board any vessel plying between foreign ports and ports of the United States, whose occupation consists in following the sea, and who lands in the United States with no intention of remaining, and not otherwise than on shore leave, or on the business of his vessel, or for the purpose of re-shipment."

"Aliens, members of the crew of vessels engaged in the coastwise trade of the United States, are aliens within the meaning of the Immigration Act and subject to its provisions (Ops. Solr., June 14, 1907, and Sept. 16, 1907)."

"Aliens, though members of the crew of vessels engaged in the foreign trade, if their employment terminates at the end of the voyage to the United States, or if discharged in a port of the United States, are to be treated as seamen only if it appears that they intend to reship on a vessel bound to a foreign port or to depart from the country within a reasonable time."

According to the provisions of the above paragraph of Department Circular No. 167, it is obvious that there has been no erroneous collection of head tax on account of any members of the crew of the Mindoro.

At the time the crew of the above named schooner was being paid off before the United States Shipping Commissioner in this city (a deputy Collector of Customs) the master of the vessel took the stand that no examination of the crew should be made by the undersigned, and that no head tax should be collected on account of any member thereof, owing to the fact that the entire crew had been signed on at an American port. As against the contention of the master of the Mindoro in this respect, I recited the Bureau's letter of February 7, 1907, No. 51431, 10 -A., addressed to the Inspector in Charge, at Seattle, Wash., in which it is held that notwithstanding the fact that alien seamen sign on a vessel at a port of the United States, such aliens are still subject to the examination under the Immigration Laws, and head tax is collectable on their account in the event the vessel in the interim should touch at a foreign port. In the case of the Mindoro the fact remains that the schooner last cleared from Newcastle, N. S. W., and proceeded thence to Portland, Ore.

In view of the foregoing I respectfully submit that our action in collecting head tax on certain members of the crew of the American schooner Mindoro was entirely in order.

Respectfully,

(Signed) R. E. HUSSEY,
Immigrant Inspector.

Upon receipt of these communications at Headquarters of the Sailors' Union of the Pacific, Secretary Ellison forwarded the fol-

lowing communication to the Department of Commerce and Labor:

Sailors' Union of the Pacific,
San Francisco, Cal., June 24, 1908.
Hon. Oscar Straus,
Secretary of Commerce and Labor,
Washington, D. C.

Dear Sir: We respectfully call your attention to what we believe to be an erroneous collection of head tax from six sailors discharged from the American schooner Mindoro, at Portland, Ore., on May 1, 1908.

The facts of the case, as will appear from the enclosed correspondence, are:

The Mindoro shipped a crew at Seattle, Wash., for a voyage to Australia and return to a port on the Pacific Coast of the United States for final discharge. The crew, ten in number, were composed of three American citizens and seven aliens. The entire crew made the round voyage in the vessel.

On being paid off at Portland, Ore., head tax was collected from all the members of the crew who were not American citizens, with the exception of one who declared his intention to ship "deep-water."

We hold that the collection of head tax in this case is erroneous for the following reasons:

First, it must be assumed that the seamen in question were at the time of their shipment in the Mindoro legally in the United States. Second, at no time during the voyage of the vessel were they outside the jurisdiction of the United States. This proposition is supported by innumerable court decisions, of which we refer to the following: In the case of the Chinese waiter, 13 Fed. Rep., 286, Justice Field says:

"A person shipping on an American vessel as one of the crew is within the jurisdiction of the United States. An American vessel is deemed a part of the territory of the State within which her home port is situated, and as such a part of the territory of the United States."

See also In re Moncan, 14 Fed. Rep., 47, and Wilson vs. McNamee, 102 U. S., 572.

Third, we believe it to be the law that head tax shall not be collected more than once from the same person.

We request an investigation of this case, and, if favorably determined, a ruling by the Department of Commerce and Labor which shall protect seamen engaged in an American vessel in an American port from being required to pay head tax upon the vessel's return to an American port.

Respectfully,
SAILORS' UNION OF THE PACIFIC,
By E. ELLISON,
Secretary pro tem.

Replying to Secretary Ellison's letter, the acting Commissioner General of Immigration states the case as follows:

Department of Commerce and Labor,
Bureau of Immigration and Naturalization,
Washington, June 30, 1908.

Mr. E. Ellison,
Secretary, Sailors' Union of the Pacific,
44 East Street, San Francisco, Cal.

Sir: The Bureau acknowledges the receipt of your letter of the 24th ultimo, with which you inclose a communication, dated May 18th, addressed by the Immigrant Inspector in Charge at Portland to Mr. D. W. Paul, agent of your Union in that city, protesting against the collection of head tax on account of six alien sailors discharged from the American schooner Mindoro at Portland on May 1, 1908. Careful consideration has been given the point raised in your said letter, but for the following reason it is not considered valid:

Under the regulations of this Department, based upon the Immigration law, the decision of the Supreme Court in the Taylor case, and the opinion of the Attorney-General, aliens engaged bona fide as seamen on vessels plying between the United States and foreign ports, whether such vessels are of American or foreign register, are regarded, so long as that pursuit is followed, as being seamen and not, therefore, within the spirit and intent of the Immigration laws. The six aliens mentioned by you, until the time of their discharge at Portland, occupied the said status, and they had never been admitted to the United States under the Immigration laws, there never having been any occasion to apply those laws to their cases. When, therefore, they sought to be discharged in a port of this country for the purpose of accepting employment of a different character from that theretofore engaged in, they became to all intents and purposes aliens applying for admission to the United States for the first time, and it was therefore proper to examine them and to assess against the vessel bringing them a head tax of \$4.00 each. There is nothing before the Bureau to indicate that these aliens were ever examined on a previous occasion or that head tax was ever paid for them.

Respectfully,
F. H. LARNED,
Acting Commissioner-General.

According to the foregoing, the ruling of the Bureau of Immigration is that an alien who enters the United States in the capacity of a seaman, whether on an American or on a foreign vessel, is not regarded as

an immigrant, nor does he become such as long as his purpose is to ship offshore again. On the other hand, an alien seaman who, upon his arrival in the United States, either in an American or in a foreign vessel, signifies his intention, either of remaining in the country or of shipping in the coastwise trade, is regarded as an immigrant and therefore becomes liable to head tax of \$4, payable by the vessel.

ARGONAUT GETS THE "BIG BULL."

Reference has already been made in these columns to the attempts of the Republican press to discredit the Anti-Injunction and other labor planks in the Democratic National platform by charging that these planks were adopted in return for a "bargain" on the part of Samuel Gompers and other representatives of labor to "deliver the labor vote" to the Democratic party. Among the most assiduous and unscrupulous of these journalistic falsifiers is the weekly press of "society" and "literary" leanings. Every city has its own share of this affliction, just as every city has its own share of other forms of the social evil. San Francisco differs from other cities in this respect, mainly in the superior opportunities afforded for this species of parasitic growth. In one way and another San Francisco affords support to the most mendacious and blackguardly bunch of "weeklies" that ever disgraced the camp of the corporationists or blackmailed the society set. Standing at the head and front of this unsavory "push" is the Argonaut. Of course, that paper is loud in its denunciation of the "bargain" under which the labor leaders have pledged themselves to "deliver the labor vote." The Argonaut, after expressing its doubt as to the existence of a labor vote "in the sense of an organized and biddable force," delivers itself as follows:

Certain noisy agitators, men of the Gompers and McCarthy type, are forever talking about "the vengeance of labor," but experience has proved that their talking is done mostly through their hats. The practice of these agitators is to point to the statistics of organized labor and then to assume insolently that the votes of these men are subject to their control. No grosser lie was ever uttered. It may be, indeed, that the ulterior purpose of the Gomperses and McCarthys who style themselves the field marshals of labor is political; but the purposes of the rank and file of organized labor are quite another sort. It is possible that a time may come when great numbers of citizens, working men or others, acting in concert, may surrender their political initiative to a trafficking and bargaining dictator. But that time is not yet, and it will never be so long as there remains in the general citizenship of the country, including the labor element, which is as independent and as worthy as any other, a spark of traditional American spirit.

This, as will be noted, is merely an example, albeit a more than usually transparent one, of the "straw-man" method of controversy. The Argonaut constructs its straw man by means of attributing to the representatives of organized labor practices, assumptions, sentiments and language which no labor leader has ever entertained or expressed, and then solemnly declares the said practices, assumptions, sentiments and language to be false. Of course, they are false; but the falsehood lies solely in the mouth of the Argonaut itself.

It is interesting, and also amusing, to note the Argonaut's reference to the labor element as being "as independent and as worthy as any other." This, coming from the most virulent opponent of organized labor in California, not even excepting the Los Angeles Times, which sheet the Argo-

naut acknowledges as its model in the treatment of the labor question, indicates a remarkable change of sentiment toward the labor element, or rather it would indicate that much did it not in reality demonstrate the extreme of insincerity. The Argonaut hates organized labor, and does not hesitate to make that fact known upon almost all occasions. Upon the present occasion, however, a pretense of respect for labor is esteemed to be the proper thing, therefore the Argonaut swallows its real feelings and indulges in flattery. The Argonaut commending labor compels comparison with the snake licking the rabbit.

In line with its new-found respect for organized labor, the Argonaut has "talked things over" with the trade-unionists of its acquaintance. The result is set down as follows:

The Argonaut knows personally a great many labor unionists. Since the Chicago convention, and with direct reference to its action on the so-called labor issue, it has questioned scores of unionists as to their political attitude; and it has not found one man so craven of spirit as to think for one moment of surrendering his initiative as a citizen and a voter to the judgment or the authority of Mr. Samuel Gompers. Therefore we say that the boast of Mr. Gompers of his power to control the "labor vote" is mere buncombe. Working men, like other men of the country, will come to their own determination and regulate their political action without respect to the trafficking or the blustering of the self-elected and loud-talking "leaders of labor." We do not believe that the support of Bryan by Mr. Gompers will serve to affect the voting decisively or even notably in a single State. We do not believe that the labor issue, so called, will cut an important figure in the coming campaign. The future may, indeed, tell another story, but it is the present with which we have to deal.

Here we have the "straw man" again. The "boast of Mr. Gompers of his power to control the 'labor vote' is mere buncombe"! Of course, it is. The buncombe, however, lies in the suggestion, or rather charge, that Mr. Gompers ever made such boast, or ever intimated in any way that his authority or influence in political matters extends further than those of any other man, in or out of the labor movement, who, by virtue of life-long devotion to the interests of his fellows, may assume to speak for and advise the latter, and express confidence in the acceptance of his advice. The assumption of Mr. Gompers' boast of his power to control the "labor vote" may safely be ignored as "mere buncombe," for the reason that that assumption is false, an invention of the enemies of labor. On the other hand, the assumption of Mr. Gompers' influence as a friend and adviser must be reckoned with, for the reason that that assumption is based upon the fact of a lifetime's service in the cause of labor. Further, it may be assumed with equal assurance that Mr. Gompers, in his dealings with the political parties, does not act upon his own volition so much as upon the instructions of the labor movement. The "labor vote" will be "delivered," not by Mr. Gompers, but by the laborers themselves, in accordance, not with the views or wishes of Mr. Gompers, but in accordance with the judgment of the laborers themselves.

The attitude of the press in respect to Mr. Gompers' "bargain to deliver the labor vote" is quite clearly based upon the fear that labor may for once be united at the polls. The object of press misrepresentation is to divide labor by creating distrust of the "self-elected and loud-talking 'leaders of labor.'" That object will fail for the sufficient reason that the pro-Injunction press, daily, weekly and monthly, is everywhere recognized as the out-and-out oppo-

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, July 27, 1908.

Regular weekly meeting was called to order at 7:30 p. m., F. H. Buryeson in the chair. Secretary reported shipping dull and prospects no better.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, July 20, 1908.
No meeting; no quorum; situation unchanged.
A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, July 20, 1908.
No meeting; no quorum. Shipping very dull; prospects poor.

H. L. PETTERSON, Agent.
3004 McCarver St. Tel. Main 808.

Seattle Agency, July 20, 1908.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, July 19, 1908.
No meeting; no quorum. Shipping and prospects poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 20, 1908.
Situation unchanged.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, July 20, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, July 19, 1908.
No meeting; no quorum. Shipping slack, prospects uncertain.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 20, 1908.
Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 23, 1908.
Regular weekly meeting called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported situation unchanged.

EUGENE STEIDLE, Secretary.

Seattle Agency, July 16, 1908.
No meeting; shipping medium.
LEONARD NORKGAUER, Agent.

San Pedro Agency, July 16, 1908.
No meeting. Shipping at a standstill; good many men ashore.
CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 20, 1908.
Shipping dull.
A. McKECHNIE, Acting Secretary.

ment of labor. Indeed, the opposition of the press is all that is required to unite the "labor vote" and to resolve whatever doubt may exist in the minds of the individual voters in favor of that party and that plank which arouses most opposition in pro-Injunction quarters. The Argonaut and other papers of the same kidney may "know personally a great many labor unionists." But with all their personal knowledge, they are still at a disadvantage in two important respects. They are known by reputation to all the trade-unionists of the country, and even those trade-unionists whom they know personally do not confide in them. On the whole, the spectacle of a trade-unionist assuring the editor of the Argonaut of his sympathy with that paper's attacks upon Mr. Gompers and other "labor leaders" is a sublime example of that species of personal communication vulgarly termed "big bull."



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



SENTIMENT VERSUS PRACTICE.

DETROIT, July 19.—President Livingstone, of the Lake Carriers' Association, is of the opinion that the hundreds of seamen who are out of employment at the present time should be given work on the few boats in commission in preference to the number of college men who have been shipped as deckhands. The seamen object to present conditions.

Mr. Livingstone credits the report that next year four able-bodied seamen will be employed at the same wages wheelmen and watchmen now get, but each will be expected to stand his trick at the wheel. Thus there would be no such thing in the future as hanging up a boat for wheelmen.

Word has been received from Ashtabula that Captain Samuel W. Gould, former shipping-master at that port, has been appointed chief inspector of the Lake Carriers' boats and that it is up to him to go the rounds to see that all rules and regulations of the Association regarding the "Open Shop" are being lived up to.

The foregoing article, which appeared in the Cleveland Leader, of July 20, expresses sentiments which are a credit to President Livingstone. That gentleman has always been fairminded, and the seamen of the Lakes have learned to respect him. Of course, it is only fair that the seamen should be given the preference of the work on the vessels in commission; but the facts are not in accordance with this kindly sentiment. Many vessel masters prefer men who know absolutely nothing of the work in hand, men who have never before seen a vessel. It would be interesting to see a crew of such men take to the boats if their vessel were wrecked in a storm. But there is not much danger of that. When the September gales begin to blow, the dear college boys go back to school, and the farmers return to their farms to pitch hay and tell the neighborhood girls of their reckless life on the sea and pose as heroes before the village. But they are sure to carefully abstain from mentioning the fact that they scabbled on the sailors.

The Cleveland Leader, of July 20, goes into spasms over a tale of Captain Patrick Meyers, of the Bertha Barnes, telling of his troubles in getting a crew from Shipping-Master Rumsey at Cleveland. In part he says: "He picked out a husky lot of deckhands and took them aboard the little boat, just west of the Superior avenue viaduct. He told the men to get to work to unload the cargo, but on getting one glimpse of the big blocks of stone the able seamen balked." Well, why should not they balk? Were they shipped as longshoremen or as seamen? The men finally unloaded her for extra pay, which fact the Leader appears to regret.

At Conneaut, on July 18, a Bessemer switchman, named Garvey, got into a fight with Assistant Shipping-Master James Quigley, and Shipping Master Ford. No one was hurt, except the shipping-masters' feelings, for Garvey called them scabs. Garvey was fined on three counts and Wm. Hurley, a switchman, who happened to be present and was also arrested, was discharged from custody. Both men were promptly fired from service on the Bessemer road because they had dared to call names to the shipping-masters.

W. H. JENKINS.

Conneaut, O.

NOTICE TO MARINERS.

A fog alarm, established at Point Porphyry light station, Lake Superior, was put in operation on July 15.

The fog alarm consists of a diaphone operated with air compressed by an engine. It will, during thick or foggy weather, give one blast of two and a half seconds' duration every minute.

The fog alarm building stands about 150 feet back from the extremity of Point Porphyry and about twenty-five feet northeastward of the lighthouse. It is a rectangular wooden building, painted white. The horn, elevated twenty-nine feet above the level of the lake, projects from the southeast end of the building.

A fog alarm, established at Welcome Islands light station, Thunder Bay, Lake Superior, will be put in operation on July 22.

The fog alarm consists of a diaphone operated with air compressed by an oil engine. It will, during thick or foggy weather, give two blasts of two and a half seconds' duration every seventy seconds.

The fog alarm building stands about fifty feet northeastward of the lighthouse. It is a rectangular wooden building, painted white. The horn, elevated about ninety feet above the level of the lake, points to the eastward. Point Porphyry is the cape which forms the easterly side of the entrance to Black Bay, near Thunder Cape, and the Welcome Islands are in Thunder Bay, about six miles off Port Arthur.

ANOTHER COAL DOCK.

A new coal dock is to be built at Superior in a short time. The Clarkson Coal & Dock Company, of St. Paul, is looking for a site for a dock to be erected on Superior or St. Louis Bay in Superior and it is expected that a deal will be completed within a short time for such a site as is desired.

Worrel Clarkson of the St. Paul firm was at the head of the Lakes recently investigating the coal dock proposition. He is looking for a site and it is stated that he has arrangements nearly completed for securing one.

The Clarkson Coal & Dock Company is one of the large coal firms of St. Paul. It has handled its coal on the docks of the Pittsburg Coal Company for some years, but its field is broadening out and it desires to have a dock of its own.

The Pittsburg Steamship Company's steamer Maricopa, towing the barge Bryn Mawr, on July 19, struck on the shoal below the Standard Oil Company's dock at Sarnia. She released herself, but the Bryn Mawr was carried down the river broadside on and struck the Gilchrist steamer McIntosh, which was sunk on the same shoal some time ago. Considerable damage is reported to both vessels. There appears to be an unusual number of these accidents this season.

JOURNAL advertisers are fair to organized labor. Patronize them!

IMPROVEMENT OF HARBORS.

Major Graham D. Fitch, Corps of Engineers, U. S. A., has submitted to the Secretary of the Navy his annual report of the business done and the needs of the Lake Superior district under his charge. The report is a voluminous document, comprising 133 typewritten pages, and the recommendations contained therein follow:

For the improvement of Duluth-Superior harbor, including the work at Superior entry and the harbor basin at Duluth a total of \$740,000 can be profitably expended; for the maintenance of the same \$51,000 is recommended.

For Grand Marais, Minn., for maintenance, \$2000 is recommended.

For Port Wing, Wis., \$15,000 can be profitably expended and a further \$5000 is asked for maintenance.

For Ashland, Wis., \$55,200.

For Portage and Marquette, \$2000 each for maintenance, and whatever Congress may appropriate for the proposed harbor of refuge at Portage, and the enlargement of the breakwater at Marquette.

For Grand Marais, Mich., \$85,409. The Duluth-Superior recommendation is to extend to the year 1909.

The amounts asked for maintenance are to provide for the removal of shoals that may form and for repairs to the works caused by storms, collisions and other accidents.

WILL STOP GAMBLING.

After giving the excursion steamboat men several warnings not to allow gambling machines to be operated on the boats, definite action was taken at Chicago on July 17, and as a result warrants will be taken out against several of the managers of the steamboat lines. Detectives on board the Pere Marquette found when the steamer had cleared the port gambling devices were uncovered and men, women and children were allowed to play them.

The police officials then displayed their badges and took charge of the machines, which were taken off the boats as soon as they reached Chicago from Waukegan. A legal contest is expected, as the steamboat companies claim the State Attorney has no authority after the three-mile limit is passed.

The United States Revenue Cutter Department has sold the cutter Dallas to George Craig, of the Craig Shipbuilding Company, of Toledo. Mr. Craig recently purchased the Fessenden from the Government. Both steamers will be brought to the Lakes and used in the excursion business out of Toledo.

Word was received recently that the Great Lakes Dredge & Dock Company were the lowest bidders for the big Government job of dredging the harbor at Duluth on June 29. Five other companies submitted bids. The job calls for an expenditure of over \$200,000 for cleaning out and deepening the Duluth harbor.

MORE JOBS IN SIGHT.

The officials of the American Shipbuilding Company have decided to make some big improvements at the Lorain plant. The directors at a meeting recently appropriated \$400,000 to complete the work that has been planned. A new boilershop, which will be one of the largest and most complete on the Lakes, will be built and work on it will be started this summer. A machine shop will also be added to the plant.

At present all the engines and boilers for steamers that are built at Lorain are shipped there. When the new shops are completed all the work will be done at Lorain, which will have one of the largest plants of the kind in the country.

The new shops will be located south of the present plant. The land has been leveled and the river has been dredged up to that point.

The Lorain yard is the most complete plant operated by the Company and work can be done cheaper there than at any of the other yards. Twelve big vessels can be turned out there in a year. The outlook for new work is not very bright and unless there is a decided change in the situation the Lorain yard will be able to take care of all the new work for some time.

No orders for vessels have been booked by the Company and it is not likely that any contracts will be closed during the next two months. Much of the work that was done elsewhere will go to Lorain when the new plants are completed. The working force will be greatly increased when the new shops are placed in operation.

This is good news. The employment of a large number of men at Lorain would tend to take some of that seven hundred union (?) shipbuilders who are scabbing on the Lakes back to their legitimate work.

W. H. JENKINS.

Conneaut, O.

MARINE ITEMS.

Mate Berry, of the liner Chicago, who was said to be the heaviest sailor on the Lakes, dropped dead of heart failure induced by heat prostration on July 13.

Both openings of the Minnesota drawspan of the Northern Pacific bridge at Duluth-Superior are ready for the passage of vessels. Each opening has a width of 175 feet.

Owing to the narrowness of the Portage Lake waterway in the vicinity of Houghton and Hancock bridge, a speed limit of six miles an hour has been fixed for passing vessels.

It is reported that ground will be broken immediately for a 510-foot dock in the Yangtsepoo district of Shanghai, the promoters being the New Engineering and Shipbuilding Works at Shanghai.

The steamer R. McDonald, of Kingston, Ont., was burned to the water's edge at Sackett's Harbor on July 17, while the crew were attemptig to save the cargo of coal from the schooner Acacia, recently wrecked near that port.

The decrease in shipbuilding in the United Kingdom is the greatest, according to the London Financial Times, in a quarter of a century. The tonnage now under construction is 101,000 less than at the end of last quarter, and 459,000 less than that of twelve months ago.

According to the report of the Bureau of Navigation for the fiscal year the center of the shipbuilding industry is on the Great Lakes. The last fiscal year was a record one in American shipbuilding—1,506 vessels of 588,627 gross tons were built and numbered in the United States, of which steel steamers of 304,379 gross tons were built on the Great Lakes.

AMERICAN SHIPS IN BRISTOL.

The first American steamer scheduled for Bristol since 1891 sailed from Philadelphia recently with a cargo of oil, and the incident, otherwise unimportant, has aroused no little interest at the former port, which once maintained a brisk shipping trade with the United States. Not less than fifty American vessels discharged there in 1875, but soon thereafter American ships began to disappear from southwest England, and the last American ship in Bristol was a three-masted schooner from Maine, which dropped anchor there in August, 1901. Since then the American flag has never floated from a vessel in Bristol waters.

A coincidence with the sailing of the American steamship mentioned seemed to be the re-establishment of a special line of English freight steamers between Philadelphia and Bristol. One of them has made the first trip of any steamer from Philadelphia to Bristol in the last six or eight years. The owners of the line, however, who acted on the urgent advice of one of the leading shipping firms there, have been compelled to draw off a vessel, reducing the number to two, owing to the small amount of cargo ready to be sent from Philadelphia to Bristol.

All Bristol now concentrates its attention and hope on the gigantic enterprise of the docks at Avonmouth, which have already cost the city \$12,137,747, and there is little doubt that the reason why American shipping with Bristol is so unimportant is not due, or at least will not long remain due, to any fault of the merchants of Bristol. The docks, said to be among the finest in the world, and capable of accommodating any ship, are there, facilities for local and inland transportation are excellent, and the merchants are most favorably disposed toward American trade. Bristol and vicinity furnish little return cargo for the United States, and the fact that Bristol shipowners have to scour the coasts for something to send back—sending at present considerable clay from Fowey—speaks favorably for their enterprise and desire to meet American shippers more than halfway.

The Mexican fishing fleet at Veracruz consists of about 20 open sailboats, of which number about ten make daily trips to the fishing grounds in favorable weather. Most of them are owned by parties that work independently of the fish dealers and shippers. Each vessel carries a crew of from 6 to 10 men, who, as a rule, work on shares. The value of one of these boats is about \$700 United States currency. They are about 30 feet in length and staunch little vessels. The fishing grounds are some twenty-five or more miles from that port, and fish always abundant.

A firm in Legnano, Italy, has just completed a 12,000-horsepower turbine, supposed to be the largest hitherto built in Europe. It is the first of three such engines destined for a generating station which a society is putting down at Buenos Aires, in addition to its other electric plants there and at Santiago. The steam consumption guaranteed by the makers of the new 12,000-horsepower turbine is 13.86 pounds per kilowatt hour, which is extremely low.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Thomas Bonner, No. 7823, Lake Seamen's Union, is requested to communicate with his sister, who is very ill, at Kingston, Ontario.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasenberg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

SUB-AGENCIES.

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ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.610 Meigs Street

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Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

MORE PAY FOR NAVY.

(Continued from Page 3.)

serve as chief of a bureau in the Navy Department, and shall subsequently be retired, shall be retired with the rank, pay and allowance authorized by law for the retirement of such bureau chief. The pay of all commissioned, warrant and appointed officers and enlisted men of the Navy now on the retired list shall be based on the pay as herein provided for commissioned, warrant and appointed officers, and enlisted men of corresponding rank and service on the active list, and all pay herein provided shall remain in force until changed by Act of Congress. Nothing herein shall be construed so as to reduce the pay or allowances now authorized by law for any commissioned, warrant or appointed officers or any enlisted men of the active or retired lists of the Navy, and all laws inconsistent with this provision are hereby repealed."

Under the existing laws Admirals receive \$13,500; Rear-Admirals, first nine, \$7,500; second nine, \$5,500; Captains, \$3,500; Commanders, \$3,000; Lieutenant-Commanders, \$2,500; Lieutenants, \$1,800; Junior Lieutenants, \$1,500; Ensigns, \$1,400. One amendment grants the widow of any officer or enlisted man on the active list of the Navy or Marine Corps an amount equal to six months' pay upon the death of such officer or enlisted man from wounds or disease contracted in line of duty, thereby placing the Navy and Marine Corps on the same basis as the Army.

The amount of \$4564.05 is allowed for equipment and maintenance of a dispensary at Yerba Buena Island.

Provision is made for badges to officers and men of the Navy and Marine Corps who have participated in engagements worthy of commemoration, and appropriates \$3,500.

Civilian professors, instructors and draftsmen at the Naval Academy were remembered with a 20 per cent raise.

RECORD-BREAKING CATCH.

Old fishermen at 'T' wharf, Boston, said that not in many years was so much mackerel in port at one time as on a certain day recently. More than a quarter of a million mackerel were at the buyers' disposal. The wonder is that such high prices prevailed as was the case. But the large brought 10 and 11 cents and the medium 6 and 7. The salted sold for \$11 a barrel. There was an enormous amount of groundfish at the wharf also. Haddock sold for \$2 to \$2.25 per hundredweight, large cod \$2.75, small cod \$1.95 to \$2.25, pollock \$1.25, halibut 10 cents for white and 7 for gray.

The United States naval tug Patapsco was launched from the Navy Yard at Portsmouth, N. H., on June 29, Mrs. R. W. Ryden, acting as the craft's sponsor. The tug's keel was laid in the spring of 1907. The Patapsco is 160 feet long, is one of the largest ocean-going tugs afloat, and cost \$150,000. She was built to accompany American naval squadrons to any part of the world.

The plan of the Lancashire spinners to purchase a cotton plantation in the United States has been definitely abandoned by the committee, owing chiefly to legal obstacles as to the tenure of the land in question.

SAILED SEVEN MONTHS.

Sailing, sailing, sailing and never arriving anywhere, was the experience of Captain Doey and crew of the big steel bark Johanna that was towed to an anchorage at quarantine recently, after zig-zagging around the world since last December, when she loaded a cargo of sugar on the island of Java.

She was ordered to St. Helena, and from there the skipper received instruction to sail to Falmouth, England, to unload. When Falmouth was reached and everybody was enjoying in anticipation the prospect of having a spell ashore, once more they were hustled to Delaware Breakwater. That was not all, for when the big bark got there, Captain Doey found orders to proceed to Boston. The skipper, according to some aboard, fully expected when he came ashore to report to his agents to be told to hustle back to his ship and head for Australia, or perhaps take in New Zealand on the way.

But unless those orders reach him in the near future, Captain Doey will have his vessel towed up to South Boston and proceed to discharge his 8000 and more bags of sweetness. It goes without saying that all hands hope the discharging will be done in record time, for fear of some more of those unpleasant orders will hit them for about the fifteenth time or less.

The long tramp of the bark discouraged the twenty-two members of the crew, and in Falmouth, when they learned of the moving orders for the United States, they demanded their release. The captain sympathized with them and complied, though he did not have to.—Boston Journal.

VESSELS BUILT DURING YEAR.

Returns to the Bureau of Navigation show that the fiscal year ended June 30 has been the record year of American shipbuilding, and that the center of the industry is on the Great Lakes.

During the year, 1,506 vessels of 588,627 gross tons were built and numbered in the United States, of which 75 steel steamers of 304,379 gross tons were built on the Great Lakes. The largest annual output heretofore was in the year 1855 when 2,024 vessels of 583,450 tons were built. In that year the Great Lakes built only 263 vessels of 45,423 tons.

This year steel vessels built numbered 142 of 417,167 gross tons compared with 360,665 tons built last year. These two are the years of the largest steel construction in the United States.

The tonnage built is entirely for domestic transportation, no vessels exclusively for foreign trade having been built in the United States.

Of the 142 steel vessels, 85 exceeded 1000 gross tons each, 55 on the Great Lakes, the largest being the William M. Mills of 7,962 tons and 30 on the seaboard, the largest being the Columbian of 8,579 tons, built at San Francisco for trade to Hawaii.

Four wooden sailing vessels exceeding 1000 tons each were built during the year, the largest being the Edward J. Lawrence of 3,350 gross tons.

The total number of persons in British India receiving aid from the Government on account of famine conditions on March 12 was 1,388,818.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ASTORIA, Or., P. O. Box 138.
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LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
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GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
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Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

BRITISH SHIPPING ACTS.

Consul John L. Griffiths, of Liverpool, sends the following summary of new regulations that have been legalized for the operation of the British merchant marine:

Section 58 of the Merchant Shipping Act of 1906 was put into operation on June 1, 1907. Under that section of the law no seaman is allowed to engage on board a British ship as an "A. B." unless he can prove three years' service before the mast, of which not more than two years' service shall be on decked fishing vessels. Seamen who are qualified for the rating of A. B. are urged to make application either to a superintendent of a mercantile marine office in the United Kingdom or to the Registrar-General of Shipping and Seamen, London, for certification of their title to be rated as A. B., producing at the same time their "continuous discharge books," or other satisfactory proof of their service at sea.

Over 220,000 men are engaged on British merchant vessels, exclusive of Lascars and Asiatic seamen, who are largely employed on steamers trading to the Far East. According to a return issued by the British Government two years ago 39,000 were foreigners. It is the desire of the British community to have British ships manned by British crews, and to do this it will be necessary to train yearly a number of boys to serve in merchant vessels. A few years ago a departmental committee appointed by the Board of Trade investigated the question of the supply and training of boy seamen. The committee in its report stated it was desirable that merchant seamen should be more thoroughly and systematically trained, and that the scope of the employment of British subjects at sea should be extended. Referring to the advantage to be gained by the training afforded to boys by the Marine Society of England, which exists for the training and equipment of boys as seamen, the committee said:

As an object of what may be accomplished through a seagoing training ship, we desire to make special reference to the Port Jackson, which recently took 100 boys from the Warspite on a ten months' voyage to Australia and back. The arrangement for their instruction appears to have been singularly efficient, and it is satisfactory to learn that at the end of the cruise no difficulty has been experienced in obtaining employment for all of them at sea. Six of them have joined the Royal Navy and the remaining 94 have entered the merchant service, mostly as ordinary-seamen.

The marine Society is maintained by public subscription, and it is stated to be the desire and intention of this society to continue annually this ocean-training scheme provided the British public is sufficiently interested in the undertaking to furnish the necessary money.

A new law came into force on January 1, 1908, providing that no foreign seaman will be permitted to engage on any British ship at any port in the British Islands, or on the continent of Europe between the river Elbe and Brest, unless he possesses a sufficient knowledge of the English language to understand the necessary orders that may be given to him in the course of the performance of his duties. To meet the requirements of the new law foreign seamen who have been serving on British ships have

been notified to make application to a superintendent of a mercantile marine office, or to a British consul, who, on receipt of the application, will be prepared to examine them as to their knowledge of English, and if that knowledge is sufficient, the fact will be certified on their continuous discharge books.

Every British foreign-going ship of 1,000 tons and upward gross tonnage, on and after July 1, 1908, going to sea from any place in the British Isles, or on the continent of Europe between the river Elbe and Brest inclusive, will be required, in accordance with the Merchant Shipping Act of 1906, to carry a duly certified cook. In order to be deemed duly certified within the meaning of the section a cook must (a) be the holder of a certificate of competency in cooking and be able to prove one month's service at sea in some capacity, or (b) the holder of certificates of discharge showing at least two years' services as cook previously to June 30, 1908. The Government will approve schools of cookery for the purpose of granting certificates of competency, and schools desirous of obtaining approval must apply to the Board of Trade. Schools have already applied and been approved.

Such schools will be liable to inspection from time to time, and the Board of Trade may at any time withdraw their approval if they consider that a school has fallen below the requisite standard of efficiency. Any candidate passing a satisfactory examination conducted by an approved school of cookery will be granted a certificate of competency provided the candidate is at least 18 years of age. Seamen who have performed two years' service as cook and who are therefore duly qualified for the purposes of the law without obtaining a certificate of competency will have to produce satisfactory proof of their service. In the absence of such proof their service will not be recognized.

The new regulations with regard to the returns to be furnished by the masters of vessels as to passengers carried, which were made by the Board of Trade in the Merchant Shipping Act of 1906, have come into force. They provide that the master of every ship, whether British or foreign, which carries any passenger from a place in the United Kingdom, and is bound for any place out of Europe, and not within the Mediterranean Sea, shall at every port in the United Kingdom at which a passenger is embarked, furnish a return giving the ship's name, registered tonnage, aggregate number of superficial feet in the several compartments set apart for passengers, other than cabin voyagers, and the number of statute adults which the ship can carry legally; while detailed information has to be supplied as to British and alien passengers, including name, occupation, and in case of adults, whether accompanied by husband or wife, or whether single.

The port at which passengers have contracted to land has also to be given. Similar information must also be furnished in regard to passengers to the United Kingdom from any place out of Europe and not within the Mediterranean Sea, the only difference being that the ports at which passengers have been landed have to be inserted, and in the case of aliens it has to be stated whether they hold through tickets, while a return has also to be made of the births and

deaths on the voyage. The returns have to be prepared in duplicate, and delivered to the collector, or chief officer of Customs, and the emigration officer. A third schedule must be filled up and handed to the Customs officer, giving information as to passengers proceeding from the United Kingdom to any port on the continent of Europe or within the Mediterranean Sea.

NOISELESS GUNS.

With the modern high-powered rifle great battles not only can be but have been fought without the two armies engaged getting more than occasional glimpses of each other. Now cometh Iliam Percy Maxim and patents a "muffler" for the high-powered rifle. It will, he says, make the gun "comparatively noiseless," and he genially describes how easy it will be for skirmishers armed with weapons thus muted to work along an enemy's outposts and shoot the pickets without alarming the main force or revealing their own position.

War has already ceased to be a spectacle, and hereafter, apparently, it is to become as dull for the ear as for the eye. A silent gun, however, is a rather alarming thing to contemplate. Not since bows and arrows went out of fashionable use elsewhere than at an occasional lawn party has there been an engine that would kill at a distance without attracting the attention of everybody in the neighborhood, and, while this fact has not prevented all homicide, by any means, it yet has had a decidedly restraining influence on the less formal kinds, and in the days when murder was fairly certain to be punished by death the noise he made in committing his crime brought many a murderer to the gallows.

One can easily imagine the interest with which the accounts of Mr. Maxim's invention will be read in Breathitt County, Ky. There the reportless gun, using smokeless powder, will make assassination as safe as it popular. There will be many other demands for the new weapon, but none of them, that we can think of at the moment, entirely innocent. For, although it would help the hunter of timid game, he is already much too efficient, and if he be made more so, speedy extermination will be the lot of several kinds of estimable animals that now are only threatened with it.

That a muffler on a gun would work can not be doubted by anybody who has noticed what a difference is made by the removal of the device from an automobile, which also functions by the burning of a high explosive. It seems, however, as though it would be a decidedly inconvenient attachment, and we will take the chance of prophesying that it will not come into general use—immediately.—New York Times.

Germany has now fifteen crematories, in as many cities, all in active use. There seems to be a growing disposition to make use of this method of disposing of the dead, as the number of cremations in 1908 shows an increase of 40 per cent over those for the same period of 1907. The total number of cremations during the four months, January-April, 1908, was 1441, against 1028 for the same period last year.

For union-label products of all kinds consult the JOURNAL's ad columns.

Home News.

C. Arthur Pearson, publisher of newspapers in England, will start a daily newspaper in Winnipeg, according to private advices received at that place.

The school census of Chicago, Ill., which has been under way for several months, is now practically completed, and is expected to show a total population in that city of 1,940,000.

Henry Codman Potter, seventh Protestant Episcopal Bishop of the diocese of New York, died at Fernleigh, N. Y., on July 21, after an illness of several weeks, aged 74 years.

The Prince of Wales arrived at Quebec on the British battleship Incomitable on July 22. He later took part in the celebration of the three hundredth anniversary of the founding of the city by Champlain.

The Presidential elections throughout the Isthmus of Panama were held on July 12. Jose Domingo de Obaldia, formerly Minister to the United States and acting President during the absence of Dr. Amador, was elected President.

That there is a gradual, steady increase in progress in all lines of business was the opinion expressed by the presidents of the various subsidiary companies of the United States Steel Corporation at a meeting in New York on July 23.

The new Initiative and Referendum State law of Ohio was held to be constitutional by Judge Chapman, in Common Pleas Court at Cleveland, O., on July 16. The test case will be carried to the State Supreme Court for final decision.

It is reported that the three-cent fare experiment on the street-cars of Cleveland, O., has failed, and the street railway company organized by Mayor Tom L. Johnson to make good his pledge of lower fares may soon return to the five-cent basis.

The United States Circuit Court of Appeals at Chicago, Ill., on July 22, reversed and remanded for retrial the case of the Government against the Standard Oil Company, of Indiana, in which Judge Landis in the District Court had imposed a fine of \$29,240,000.

Nineteen out of every hundred Chicago babies under one year of age died during the first twenty-two days of July. This is about one-fourth of the quoted death rate of the city. There were ten deaths daily from diarrhoea of children under two years of age.

President Roosevelt has announced in unmistakable terms the determination of the Administration to proceed with the prosecution of the Standard Oil case, despite the decision adverse to the Government handed down by the United States Court of Appeals on July 22.

Tentative plans for a building 1000 feet high to be erected on the site of the Mills Building at 15 Broad street, New York, have been drawn by Ernest Flagg, the architect. If this skyscraper is built it will be the highest yet, topping even Eiffel Tower. The cost of the proposed structure is estimated at \$7,000,000.

A movement to celebrate the semi-centennial of peace between the North and the South by holding in 1915 a great Southern Exposition in Cincinnati, and dedicating a Southern peace monument in that city, was launched at a special meeting of the Chamber of Commerce on July 21. The proposition was given enthusiastic approval.

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INFORMATION WANTED.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

Christian Pettersen, a native of Larvik, Norway, aged 22, last heard of on the steamer J. D. Marshall, on the Great Lakes, in July, 1907, is inquired for. Address, Olaf M. Hansen, Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

C. J. Carlson, a native of Helsingborg, Sweden, aged about 47, last heard of at San Francisco about eight years ago, is inquired for by his mother. Any one knowing his present whereabouts please address Mrs. Hokeson, Ferndale, Wash.

Adolf Wilhelm Strom, a native of Helsingborg, Sweden, age 23, last heard of aboard the Swedish bark Swanchild, bound from Liverpool to St. Thomas in 1906, is inquired for by his mother. Address, Mrs. Maria Strom, Springposten No. 8, Helsingborg, Sweden.

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Portland, Oregon.

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PHONE EAST 4441

33 Union Ave. Portland, Oregon

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Alurg, C.	Kristoffersen, Geo.
Allbright, E.	Kummerlowe, O.
Andreasen, Johan	Larsen, F.-1098
Andersen, A. E.	Laatz, L.
Anderson, A. F.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Lekshman, James
Andreasen, O. L.	Lektonen, W.
Affa, P.	Lindburg, John
Atkinson, S.	Lind, H. E.
Bateman, S. J.-1207	Lindroos, Chas.
Baardsen, E. M.	Lichtenberg, Max
Baarsen, Carl	Lohne, Evan
Bertelsen, Alf.	Lowe, M.
Berg, H. M.	Leverson, Olaf
Bernsen, Carl Thco.	Locke, H.
Berggren, Gustaf	Lubeck, R. A.
Benson, John	Magers, P. M.
Bianca, F.	Martinsen, Christ.
Birkelund, R.	Martin, Geo.
Blomquist, B.	McAdam, J.
Blomqvist, H.	McKerron, W.
Bowling, Thos.	McCallick, W.
Brander, W.	Mikkelsen, Jas.
Borgan, J.	Mikkelsen, Krist.
Bradlin, J.	Mittetut, E.
Brand, P.	Morris, O. R.
Burke, James	Myren, A.
Buckman, F.	Nass, Karl
Campbell, Albert	Nielsen, W.
Case, H. P.	Nielsen, N.
Carlsen, Harry	Noshls, P.
Christoffersen, John	Nordenberg, J.
Clark, S. D.	Nierse, U. S.
Clingberger, John	Olsen, W.
Coffman, M.	Olsen, H.-959
Cori, V.	Olsen, Johan
Colby, E. E.	Olsen, Otto
Curran, N.	Olsen, O. B.
Devenna, Dan	Owens, J. H.
Derrick, Geo.	Palm, W.
Dowling, S. G.	Petersen, Olavus
Drager, Otto	Petersen, Eric
Edwards, E. M.-149	Pel, J. Van
Ellasen, H. I.	Peningrud, L.
Erikson, P.	Petersen, Melr
Eskelsen, N. P.	Peterson, Oscar
Eskola, H.	Persson, H.-1230
Evensen, E.	Pederson, K.-980
Eversen, Olaf	Picard, F.
Targusen, Julius	Pietanza, A.
Farley, Geo.	Polge, L.
Fabeck, L.	Purnhagen, L.
Fitzgerald, H.	Rasmussen, F.
Ford, O. A.	Rommell, A.
Gabrielson, G.	Rogeness, A.
Gronlund, O.	Saari, K. G.
Grunhook, J.	Scarashosa, M.
Gumwho, E.	Schultz, E.-1842
Gulliver, W. H.	Scott, Alf.
Gudmundsen, J.	Scott, E. G.
Gunnarson, Geo.	Sivertsen, S. B.
Hansen, J. M.	Smevig, J. J.
Ilaakonsen, H.	Southerland, A.
Hansen, O. Th.	Sorensen, W.
Hansen, Mike	Soriano, A.
Illox, J. W.	Soderlund, J. O.
Ijellkrem, T.	Sorensen, Hans
Hoigaard, T. S.	Steln, Albert
Hagan, eBn	Steen, Ivar
Iversen, I.	Stuhr, H. M.
Ingebretsen, C.-69	Swanson, G. F.
Jack, P.	Svenkerud, H. J.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Ed.	Svensson, B.
Jakobson, O.	Sufferson, Knut
Jordt, P.	Thorne, G.
Johnson, C. T.	Thomason, K.
Johnson, J. W.	Thomason, S.
Johnson, Gunder	Thompson, C.-720
Johnson, Carsten	Torgusen, A. T.
Johnson, Alf.	Turminen, Alf.
Kahlbetzer, F.	Udby, H. L.
Karlson, K. A.-551	Wallace, Alex
Ketala, H.	Westad, Johan
Kelly, R.	Whitby, Albert
Kjelgren, J. A.	Wemmer, Geo.
Knudsen, R.	Wirtanen, C.
Kristoffersen, Emil	Yerna, F.

Pt. Townsend Letter List.

Dietricks, Carl	Mowder, Karl
Echman, William	Milnen, M. O.
Healy, James	Olsen, Alfred
Hilke, Carl	Thorspect.
Johnson, John	Stacheassen, C.
Ligestraim, Gasta	Stevens, Wm.
Markmann, Heinrich	Weber, Ch. O.
Moberg, Alfred	Woker, Hermann
Moller, Andrew	

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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CHRONOMETER
MAKERS.Union Made
WATCHES AND JEWELRY
Cor. of HERON &
G. STREETS,
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HONOLULU, H. T.**Portland, Or., Letter List.**

Aeckerle, E.
Andersson, J. E.
Anderson, Carl-1537
Berghold, Hermann
Buchtmann, F.
Berthelsen, Alfred
Behrens, Emil
Bagdon, Wilhelm
Brookmann, Robert
Bade, Alex.
Borge, S. H.-1568
Bakke, C.
Coye, Chas. P.
Carlsson, A. M.
Drager, Otto
Espensen, E. N.
Eriksson, E. J.
Gunther, Hans
Hartman, Chas.
Hansen, G. J.
Holmberg, O. B.
Hansen, Aldan
Hassell, S. G.
Hilarion, Chas.
Hegan, P.
Henriksen, A. G.
Johansen, HJ.-2126
Jensen-1826
Jensen, Peter
Jahnke, A.
Kruger, Heinrich

Knudsen, Peder
Kreman, Martin
Kone, E.
Lindholm, E. A.
Lindholm, A.
Lerch, Paul
Lui, Theodor
Larsen, Niels A.
Merents, Otto
Meijer, O. W. G.
Martin, John B.
McArthur, Chas.
Nelson, Johan
Olsen, O.-1059
Osol, Theo. K.
Osvold, T.
Peterson, Paul
Petersen, Frank
Petersen, J. A.
Petterson, John
Quinn, W.
Rytka, Otto-716
Svanson, J.-1968
Shallow, John
Sollen, Pierre
Siliwalja, Jacob
Stenzel, W. O.
Whittol, N. P.
Winche, August
Wahlstedt, R.-778
Wickstrom, Anton.

INFORMATION WANTED.

Terkel Olsen, a native of Treungen,
Norway, aged 56, is inquired for by
his brother. Address Coast Seamen's
Journal.

Reier Gunderson is inquired for by
his brother, Borre Christian Gundersen.
Address Sailors' Union, 44-46
East street, San Francisco.

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYSClothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
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OLSON BROS. & CO., Proprietors.Where the Best
Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.**INFORMATION WANTED.**David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.**SEATTLE, WASH.****Change of Ownership Sale**McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival
of new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
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you are served.**INFORMATION WANTED.**

Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.

Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.

Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.

Ole J. Andersen, or Danielsens, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Journal.

Theodore Hansen, a native of Ger-
many, last heard of two years ago at
San Francisco, is inquired for. Ad-
dress, Coast Seamen's Journal.

George R. O'Connor, who arrived at
San Francisco in January, 1908, on the
steamer Olson & Mahony, is inquired
for. Address, Coast Seamen's Journal.

News from Abroad.

It is reported that the Danish and
Swedish Governments have agreed
upon an offensive and defensive mili-
tary alliance.

A strike of miners at Airly, Aus-
tralia, after lasting nine months, was
settled by arbitration recently, the
miners getting a 16 per cent increase
in their wages.

The Brussels Journal states that
the Belgian authorities are greatly
alarmed over a rumor of a plot to
assassinate King Leopold. Several
anarchists have been arrested.

A dispatch from the commander of
the United States gunboat Marietta at
Ceba, Honduras, reports all quiet
there. The Government is in control
of affairs and no further attacks by
revolutionists are expected.

The South Manchurian Railroad
has been placed officially under the
Department of Communications of the
Japanese Government. The weekly
service between Darien and Shanghai
will be inaugurated August 10.

Winston Churchill, as President of
the Board of Trade, announced in the
British House of Commons recently
that the Government was anxious to
prevent the American beef combine
from controlling the British retail
trade.

The Irish University bill was passed
in the British House of Commons on
July 25 by a vote of 207 to 19. The
central idea of the measure is to
found, by royal charter, two new
universities in Ireland, with head-
quarters in Dublin and Belfast.

One thousand butchers met at Ant-
werp, Belgium, on July 21 to discuss
the meat situation in Belgium, and
passed a resolution to the effect that
the restrictions on the importation of
American cattle were responsible for
the present high prices of meat.

The Norwegian steamer Bakkelagat
was in collision at Charleston on July
23 with the steamer Goetberg. She
was cut through amidships and sank
in a few moments. From ten to
twenty of the Bakkelagat's passengers
are believed to have been drowned.

The Turkish Embassy at Paris has
given formal denial to the report that
Turkey had recorded its adherence to
the Triple Alliance. The accompany-
ing rumors regarding the succession
to the throne of Turkey and the mar-
riage of the Prince Imperial also were
denied.

Announcement is made of the sus-
pension of the Solingen Bank, of So-
lingen, Germany. A statement gives
the liabilities as \$1,625,000. The sus-
pension followed a several days' run
on deposits. The capital of \$9,000,000
is said to have been entirely with-
drawn, and it is doubtful whether the
creditors will be paid in full.

President of the Board of Trade
Churchill announced in the House of
Commons on July 23 that he was ap-
pointing a committee to investigate
in "what manner and how far the gen-
eral supply, the distribution and the
prices of meat in the United Kingdom
are controlled or affected by any com-
bination of firms or companies.

The Mexican Government has re-
fused the application, recently made
on behalf of E. H. Harriman and his
associates, for a further extension of
three years in which to complete the
Cananea, Yaqui River and Pacific
Railroad, which is being built down
the Pacific slope of Mexico. The
road is to be completed October 12,
1912.

Labor News.

The Naumekag cotton mills at Salem, Mass., resumed on July 20, employing 1500 hands.

More than 1500 men were put to work in the East St. Louis (Mo.) district last week, many large firms resuming operations with a full force.

The Ansonia clock factory in Brooklyn, which employs more than a thousand hands, was opened on July 20 with a full force, after a shutdown of several weeks.

A heavy rainstorm which passed over Pottsville, Pa., on July 21 broke a long drought and will permit of the resumption of work at many collieries, which have been idle for lack of water.

The plant of Thomas Edison, at Orange, N. J., which employs 2300 men, resumed operations on full time on July 20, after running on a reduced time schedule for many months.

The National Bureau of Labor reports that, compared with the average of the ten-year period, from 1890 to 1899, the purchasing power of an hour's wages in 1907 was 6.8 per cent greater.

After an idleness of four months, almost 100 men went back to work on July 13, when the United and Globe Rubber Companies reopened their plants at Trenton, Pa. Other men will be taken on as rapidly as business increases.

Orders have been issued at the engine department of the Geiser shops, Waynesboro, Pa., that employes shall come to work at 6 a. m. and quit at 6 p. m., making eleven hours, or the time for work prevailing before the recent depression.

The average hourly wages in 1907 were higher than in any year from 1890 to 1907 and more than 20 per cent higher than the average in any year from 1890 to 1900, as shown by an investigation made by the National Bureau of Labor.

According to a statement just issued by the National Bureau of Labor, the average wages per hour in 1907 were 3.7 per cent higher than in 1906, the regular hours of work per week were .4 per cent lower than in 1906, and the number of employes in the establishments investigated was 1 per cent greater than in 1906.

Investigation by the National Bureau of Labor shows that the average price of food in 1907 was higher than in any other year since 1890. The average price of thirty principal articles, weighed according to family consumption of the various articles, was 20.6 per cent higher in 1907 than the average price for the ten years 1890 to 1899.

The Republic Iron and Steel Company signed the wage agreement in Pittsburg, Pa., on July 17, with the Amalgamated Association of Iron, Steel and Tin Workers for the year ending June 30, 1909. The terms are practically the same as agreed on in the conference with the Western Bar Association during the previous week. Fifteen thousand men are affected directly or indirectly.

A settlement affecting 10,000 men in Pennsylvania, Ohio, Wisconsin, Michigan, Missouri and Illinois has been reached at Detroit between the Western Bar Iron Association and the Amalgamated Association of Iron, Steel and Tin Workers. The wage scale was signed for the year ending June 30, 1909. By its terms the puddlers are cut about 8 per cent and the finishers about 2 per cent. Work will be resumed.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adama, D. J.
Ahloff, W.
Alvarez, F. Lopez
Amundson, Martin
Andersen, A. C.
Andersen, Carl
Andersen, A. Emil
Andersen, Christian
Andersen, Christian
Andersen, Rasmus
Andersen, -1328
Andersen, -1471
Andersen, -1395
Andersen, John H.
Andersen, J.
Andersen, Nils A.
Andersen, Lars T.
Andersen, -853
Andersen, Olaf
Andersen, Kristian
Andersen, -764

Ballhorn, C. N.
Banke, -1646
Barry, M.
Bartels, Herman
Bausback, -1511
Benson, Richard
Berge, Peder
Bergquist, Stanley
Berlenz, Emil
Berthsen, Hjalmar
Bireh, A. J.
Bjerrgaard, Chr.
Black, -1529
Boagreen, E. C.

Campbell, Neil
Carlsen, Conrad
Carlsen, Hans
Carlson, Anton
Carlson, August
Carlson, John
Carlstrom, Pete
Carsteninsen, M. F.
Chambers, A. G.
Christensen, Jas.

Dahlbeck, John C.
Dahlberg, J. H.
Dahlgren, -634
Dahlman, John A.
Dalman, P.
Langul, G.
Davidson, Jacob
Desventer, Aug.
De Santis, E.

Easton, R. W.
Eichholz, Bertoll
Ekendahl, -565
Ellassen, J. A.
Ellassen, Andreas
Elmi, A.
Engman, Chas.
Engelke, -665

Fasig, Don
Faucett, Dudley
Filips, Max
Fisher, Torsten
Forg, Wm.
Forsman, G.
Forsman, Nils

Gack, J. H.
Gabrielsen, C. W.
Gabrielsen, Oscar
Gad, Sophus
Gallis, Gronner
Gardell, Chris.
Garnier, Jean Louis
Gonzalez, Juan
Gors, Fred
Govan, A.

Haasensitter, C.
Haglund, R.
Haier, Fred
Hallberg, Henry
Halvorsen, -1439
Halvorsen, Eugene
Halvorsen, Hativig
Halvorsen, Milton
Hamilton, Tom
Hamm, Edword
Hampel, Wm.
Handlop, Paul
Hansen, H.
Hansen, Jacob
Hansen, Marius
Hansen, -1816
Hansen, Rail
Hansen, -1702
Hansen, H. P.
Hansen, H. T.
Hansen, -777
Hansen, J. P.
Hansen, -723
Hansen, -1136
Hansson, -1786
Harmning, Fritz
Hassall, S. G.

Itfeldt, Fr.

Jacobsen, Anton
Jacobson, Emil
Jamlson, Joe
Jarvie, W.
Jasperse, J.
Jensen, -1791
Jensen, Johan
Jensen, Jas. B.
Jensen, Harry
Jensen, -1826
Jensen, Jens Peter
Jensen, Nels E.
Jensen, Edv. K.
Johansen, John B.
Johansen, Aug. F.
Johansen, Mathias
Johanson, -1204
Johanson, Edward
Johansson, -1677
Johansson, -1856

Kahlbetzer, Ferd
Kaho, H. C.
Karligen, -644

Anderson, -1539
Anderson, L.
Anderson, -991
Anderson, -604
Anderson, -1514
Anderson, -1229
Anderson, Christian
Anderson, John
Anderson, -1520
Andersson, -1391
Andersson, -1552
Andreasen, M.
Andreasen, -1136
Andreson, -1233
Andstrom, Axel A.
Arntsen, Julian
Askerlund, 1263
Aspen, Knut
Axelsen, Axel
Aylward, James

Boers, H.
Bohm, Emil
Boisen, J.
Borgersen, Alf
Borlin, Emil
Borresen, Nels
Bostrom, Carl
Bourbigou, Louis
Bowland, Chas.
Broaten, J. P.
Bryning, W.
Burmeister, T. F.
Eurr, E. C.

Christensen, -1126
Christensen, P.
Christensen, -905
Christiansen, Severin
Christophersen, C.
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Information Wanted.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelín, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelín, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Olaf Olsen Lund and P. S. Peder- sen are inquired for by Capt. L. Lar- sen of the bark Kong Sverre. Ad- dress, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper El- dred Rock Light Station, Via Juneau, Alaska.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Swe- den, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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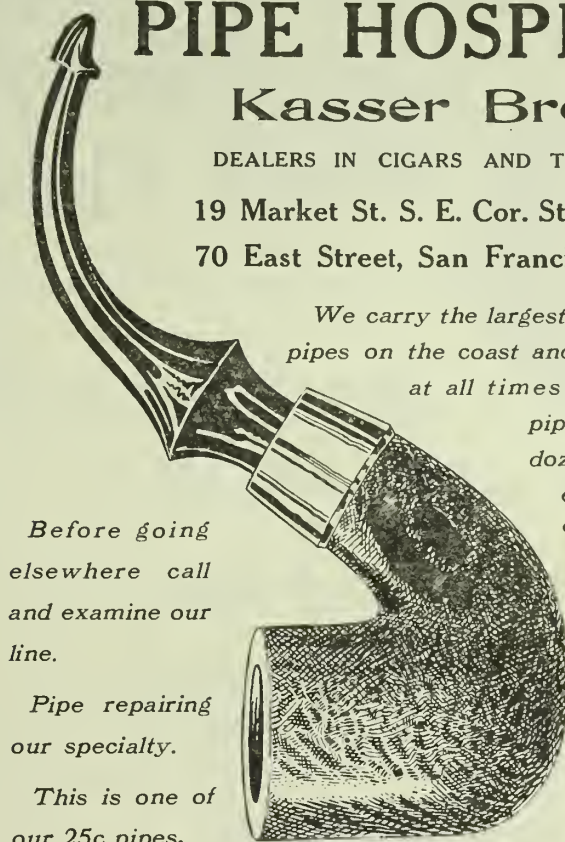
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Seamen's Journal.

Domestic and Naval.

The Southern Steamship Company is arranging to inaugurate a freight service between Philadelphia and Charleston.

Wireless telegraphy is being in- stalled on the steamships C. W. Morse and Adirondack, operated between New York and Albany by the People's Line.

It is reported that President Roose-velt is likely to cause a shake-up in the Navy Department, deposing the present board of construction and several high officers.

At the rate the work of dredging the Delaware River is going forward it is expected that Philadelphia will have a 30-foot channel to the sea by the end of this year.

A canal 104 miles long, 75 feet wide and 10½ feet deep is being built from Tampico, Mexico, to Tuxpan. It is now half completed and will cost ap- proximately \$2,500,000 gold.

The Phillips Steamship Company, of Petersburg, Va., was recently char-tered at Richmond with a maximum capital of \$60,000. The company will operate a line between Petersburg and Norfolk.

The French Line has added the Ceraibe, a new steamship of 10,000 tons net, to ply between Havre and New York. This makes the third ad- dition the company has made within twelve months.

Captain Loveland, for many years an officer and master in the Mer- chants and Miners' Transportation Company fleet, died in Boston on July 15. He had not been in the service of the company for ten years.

President Williams, of the Balti- more and Carolina Steamship Com- pany, has decided to continue the five- bladed propeller on the Oneida, which his company recently purchased at Philadelphia, Pa., from the Clyde line.

A company is being formed, accord- ing to the Vienna Neue Freie Presse, to provide a floating sanitarium for invalids likely to derive benefit from a sea voyage, but whose requirements are imperfectly met by a voyage on ordinary vessels.

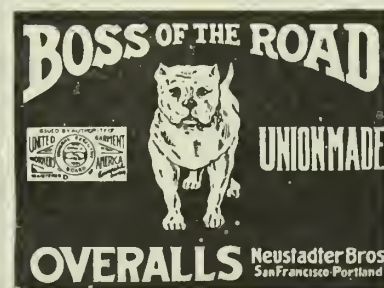
Prince Christian Kraft Zu Hohen- lohe-Oehringen, who has a large in- terest in the Deutsche Levante Steam- ship Company, of Hamburg, is pre- paring to found a system of great shipping lines in opposition to the Hamburg-American line.

It has been decided to have only one mine-laying vessel in the Navy, and that will be the United States ship San Francisco. The work of converting that vessel for the pur- pose indicated has recently been au- thorized by the Navy Department.

Captain George T. Murray, of the schooner Mary E. H. G. Dow, with ice, from Boothbay, Me., to Washing- ton, D. C., was recently stricken at sea and removed to the Marine Hos- pital at Baltimore. Captain Murray commanded the schooner Celina, in the coasting trade for many years, and is well known to shipping men at this port.

An increase of passenger tolls from two to three cents, except between 5 and 7:30 o'clock in the morning and evening, has been announced by the Union Ferry Company of New York and Brooklyn. The company says it is forced to take this step because of the great decrease in the volume of its business. The old rate is continued between the hours named in order that the increase may affect the least number of wage-earners.

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With the Wits.

How He Found It. — Landlord—
"How do you find the steak, doctor?"
Guest—"H'm! By hunting carefully
all over my plate!"—Philadelphia In-
quirer.

Goodness and Greatness.—"It is
easier to be good than great," re-
marked the moralizer.

"Yes," rejoined the demoralizer;
"one has less opposition."—Philadel-
phia Inquirer.

He Knew.—"Why should a soldier
never lose his head in battle?" asked
the teacher.

"'Cause he'd have nothing to hang
his cap on if he did," answered small
Harold.—Exchange.

Growing.—"Pop, if I grow six feet
in twenty years, what will I grow
in seventy years?"

"You may possibly grow wise
enough not to ask such fool ques-
tions."—Philadelphia Press.

By Inference.—Lady Applicant—"I
see, sir, that you advertise for a part-
ner, and as sex wasn't mentioned I
called to—"

Merchant—"Pardon me, madam, but
I thought the question of sex was
quite covered. My advertisement
calls for a silent partner."—Boston
Transcript.

Unreasonable. — Mrs. Fizz — "My
husband is the most unreasonable man
in the world."

Mrs. Fuzz—"What has he done
now?"

Mrs. Fizz—"He has refused for six
months to buy a new \$45 suit of fur-
niture for the parlor, and he has gone
off and paid \$10,000 for a seat on the
Stock Exchange." — Philadelphia
Press.

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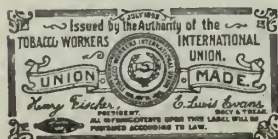
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STREET, S. F.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 46

SAN FRANCISCO, WEDNESDAY, AUGUST 5, 1908.

Whole No. 1076.

FOR THE SAFETY OF LIFE AT SEA.

PRESIDENT ROOSEVELT has appointed a commission for the purpose of considering, and wherever necessary recommending the revision of the laws relating to the safety of life at sea. The Executive Order on the subject is as follows:

COMMISSION ON REVISION OF LAWS RELATING TO SAFETY OF LIFE AT SEA.

Washington, D. C., 721 Thirteenth Street N. W.,
June 2, 1908.

Sir: Your attention is called to the following Executive Order of the President of the United States:

Executive Order.

The following-named gentlemen are designated as members of a Commission, hereby created, to examine the laws of the United States for the better security of the lives of passengers and crews on board vessels of the United States, with a view to their revision, and to recommend to me such changes as in their judgment the public interests seem to require:

Captain Adolph Marix, U. S. N., Chairman of the Light-House Board, Chairman.

Hon. Charles Earl, Solicitor of the Department of Commerce and Labor.

Hon. Eugene T. Chamberlain, Commissioner of Navigation.

Hon. George Uhler, Supervising Inspector-General, Steamboat-Inspection Service.

Commander William Strother Smith, U. S. N.

THEODORE ROOSEVELT.

The White House, May 12, 1908.

You are invited to make such suggestions and comments as your experience prompts, and as in your judgment, should be brought to the notice of the Commission, treating each subject in a separate communication.

It is desired that your views be expressed in writing, and that you state whether it is your wish to appear before the Commission in person.

By order of the Commission.

W. STROTHER SMITH,

Commander, U. S. N., Member and Acting Recorder.

In response to the invitation contained in the foregoing, Secretary-Treasurer Frazier, of the International Seamen's Union of America, has forwarded to the Commission a communication setting forth the importance of improving laws relating to the manning of American ships, as an essential feature of the subject of safety of life at sea, accompanied by a large amount of data illustrative of the various phases of the manning question. The communication of Secretary-Treasurer Frazier is as follows:

W. Strother Smith, Recorder, Commission on Revision of Laws Relating to Safety of Life at Sea, Washington, D. C.

Sir:—On behalf of the International Seamen's Union of America, a labor organization comprising 25,000 American seamen (sailors, firemen,

fishermen, cooks, stewards, bay and river boatmen, etc.) I herewith submit, under separate cover, certain data bearing upon the safety of life at sea, with special reference to the system of manning vessels.

These data include proposals made to Congress, and the action taken thereon, during several years, also the views and recommendations of various authorities interested in the subject.

Practical experience and study of the existing law convince us that the present manning system is defective, especially for the purposes of safety of life at sea, in numerous particulars, among which may be cited:

1. Absence of specific legal requirement as to individual efficiency of the men composing the deck crews of vessels.

2. Absence of specific legal requirement as to numbers of men composing crews.

3. Absence of specific legal requirement as to racial characteristics of crews (i. e., as to prohibition of employment of Asiatics), with special reference to the ability to understand orders given in the English language.

4. Absence of specific legal requirement as to those general features of the Navigation laws which are necessary to the maintenance of the highest possible standard of efficiency in the crews of American vessels.

It is not the purpose of this communication to discuss these or other particulars of the manning system, but merely to submit the accompanying data, with certain notes by which reference may more readily be made to the respective features of the material.

These copies of the "Coast Seamen's Journal" have been arranged in sets, each containing one or more issues dealing with a particular phase of the manning question. The sets are distinguished by the letters "A," "B," etc., and the issues in each set by the numerals "1," "2," etc.

So arranged, we respectfully submit to the Commission, and recommend to its careful consideration, the following:

General Manning Scale.

Spight Bill in 60th Congress, Set A, No. 1,
Pages 1, 2, 7, 10.

Explanation and Discussion of Spight Bill, Set A,
Nos. 2, 3, 4, 5, 6, 7.

This is the measure proposed by the International Seamen's Union of America for the improvement of the general features of the Navigation laws as bearing immediately upon the conditions of the seamen, the chief item of which is that providing for the establishment of a manning scale for sail and steam vessels. It will be noted that the manning scale in the Spight Bill provides for a standard of efficiency in the individual seaman, based upon age and length of sea service. The attention of the Commission is directed to the fact that the manning features of the Spight Bill are in accord with the recommendations of the British Board of Trade Commission, 1894-96, which recommendations were subsequently indorsed by the British Colonial Conference on Shipping, 1906.

Other features of the Spight Bill to which special attention is directed are those providing for the abolition of imprisonment for desertion in foreign ports (which penalty has already been

abolished in all ports in the domestic trade); regulation of hours of labor at sea, so that, whenever possible, the crew may be assured the proper period of rest, by the establishment of "watch and watch," and the prohibition of the custom now largely prevalent, of keeping all hands on deck during the day, with the result that when called upon in an emergency at night the men are unable by reason of exhaustion to render the best service. Better provision for surveying unseaworthy vessels is another important feature of the bill.

Passenger Steamer Crews.

Goulden Bill in 60th Congress, Set A, No. 1,
Page 10.

Explanation and Discussion of Goulden Bill, Set A, Nos. 2, 3, 4, Page 1 (resp.).

Undermanning of Passenger Steamers, Affidavits On, Set A, No. 4, Pages 1, 2, 10, 11.

Goulden Bill as Passed by Congress, and Comment Thereon, Set A, No. 5, Page 6.

Goulden Bill, Debate On in Congress, Set A, No. 9, Pages 1, 2, 6, 7, 11.

It will be noted that the Goulden Bill, as passed by Congress, places upon the Inspectors the full responsibility for the manning of passenger steamers, thus absolving the shipowner from legal liability in that regard. Such a law, to be effective for the purposes of safety of life at sea, must require that crews shall be individually efficient as stipulated in the original Goulden Bill (Set A, No. 1, Page 10).

In this connection attention is directed to the decision of the United States Court of Appeals for the Ninth District in the case of the steamer City of Rio de Janeiro (Set A, No. 3, Page 2), also to the cases of the steamers Clallam and General Slocum (same set, number and page). As illustrating the contrast between conditions resulting from the employment of inefficient seamen on the vessels before named, and those existing in cases of disaster to vessels properly manned, we cite the case of the steamer Queen (Set A, No. 3, Page 2).

Merchant and Naval Seamen.

Congressman Livernash, Remarks on Naval Appropriation Bill, Set B, No. 1, Page 1.

The address of Mr. Livernash covers the relations between the merchant marine and the naval service, showing the position occupied by the merchant seamen as the reserve force of the Navy, and the consequent need of legislation to encourage efficiency among the former.

Ship Subsidy Bill.

Senator Spooner, Remarks on Naval Reserve Feature of Ship Subsidy Bill, Set C, No. 1,
Page 1.

Seamen's Report on Ship Subsidy Bill, Set A,
No. 7, Page 1.

Reference is here made to the failure of all proposed ship subsidy legislation to make adequate, or indeed any, provision for improvement in the personnel of crews in subsidized vessels. Senator Spooner's proposal (approved by the Seamen) for the manning of subsidized vessels will be found in Set C, No. 1, Page 7.

(Continued on Page 7.)

INJUNCTIONS AND COMMON LAW.

The genius of the Common Law is the genius of liberty. The history of the development of the Common Law is the history of the growth of liberty. It stands at the foundation of liberty to-day, both in the United States and in England. This is because the Common Law throws strong protection around all persons charged by those in power with crime; and, as far as possible, insures justice, no matter who the prosecutor may be.

The Common Law's protection to the accused was threefold:

- (1) The writ of habeas corpus.
- (2) The right of the accused to be confronted by the witnesses against him.
- (3) The right of the accused to be tried by a jury of his peers.

In the long struggle between liberty and autocracy these three principles were preserved inviolate; and because they were preserved inviolate, the United States and England are free to-day.

The original policy of the Common Law was to inflict punishment wherever a crime was committed, and in other cases to accomplish justice by awarding damages. It was found, however, that this did not always do justice. Wrongs were frequently committed which did not amount to crimes at Common Law, and which money damages would not compensate.

In those days the King was an absolute monarch. Seeing that such wrongs were being done or threatened, he, by virtue of his absolute power, superseded the courts and made royal decrees, doing what he thought was justice in each case.

Now the King did not usually do this himself. In those days every one, including the King, confessed regularly to some priest; and the King had a royal confessor, who was the "Keeper of the King's Conscience." It was the King's sense of justice, his conscience, which impelled him to override the law to do justice; and so this was relegated to the "Keeper of his Conscience," to his confessor, who was called the Lord High Chancellor.

The chief of the writs with which the Chancellor, representing the absolute power of the King, overrode the Law, was the writ of Injunction. Where the act threatened was one which would do harm that could not be remedied and for which therefore money damages would not pay, and at the same time was not criminal and therefore could not be punished at Common Law, the Chancellor stepped in with his Injunction, which threatened punishment as for a crime if the act was done; and then inflicted punishment if the Injunction was disobeyed.

Then began a fierce contest; the Chancellor in the name of the King trying to wrest authority from the courts, and the courts in the name of the Law trying to retain it. This contest was finally settled right by the English people, with their genius for law and liberty. The jurisdiction of the Chancellor, including his authority to issue Injunctions, was retained, as necessary to do justice in certain cases; but it was rigidly restricted to the cases where it was necessary, the cases which called it into being. The Chancellor was, therefore, allowed to act only where the damage could not be compensated in money—or to use the legal

phrase, "where the damage is irreparable"—and where in addition the Law could not punish—or, to use the legal phrase, "there was no adequate remedy at law."

Thus several hundred years ago the law was settled that an Injunction must not issue except where the law cannot inflict punishment, or, as the lawyers put it, "an injunction will not issue to prevent a crime."

This has been the law for several hundred years, and is as well settled as any principle in the law. And the reason is plain. What object can there be in issuing an injunction in cases of threatened crime? Why is not the legal punishment for the crime sufficient?

There are three motives: (1) The injunction deprives the accused of the right to be confronted by the witnesses against him, and thus makes it easier to convict him on false testimony. (2) It deprives him of the right to trial by jury, the great foundation stone of liberty. (3) It prevents his doing the act even if he has a right to do it—it adjudges that the act is wrongful, without ever giving the accused a right to be heard. But it is not just to deprive an accused of the right to be confronted by the witnesses against him. It is not safe to deprive the accused of the right of trial by jury. It is not right to punish a person for doing that which he has a right to do.

Therefore, it became settled law, that injunctions would not issue when there was an adequate remedy at law; would not issue to prevent that which the law can punish; would not issue to prevent a crime—or to prevent rioting, for instance, which is a crime.

There is no principle of law more firmly established or of longer standing. It has stood, unquestioned in England for several hundred years, and in this country from the foundation of the country until within the last few years.

In the last few years, in the labor strike cases, a few of our courts have undertaken to overthrow this established law of centuries, and to substitute the autocratic power of the Chancellor for the orderly procedure of the Law.

If the acts of the strikers, against which an injunction is sought, are wrong they are crimes, and can be punished as such at Common Law, and an Injunction should not issue. If they are not wrong, of course an Injunction should not issue to prevent strikers from doing what is right. Such wrongs as strikers commit are wrongs of violence, and therefore are crimes, and under the law of this land should be dealt with by indictment and trial by jury, not by the Chancellor.

The attempt to overthrow our blood-bought liberties, and to substitute the arbitrary word of the Chancellor (representing the King's absolute power) for the orderly court proceeding of indictment and trial by jury, is dangerous, and should be firmly checked by legislation forbidding injunctions in all such cases.

Such legislation is demanded both to preserve the dignity of the law against arbitrary interference, and the liberty of the people against arbitrary power.

Legal distinctions are fine.

Injunctions will issue to prevent acts which may be done in a way that is not criminal, and may be done in a way that is criminal, provided the essence of the act is

not criminal, and the harm can be done without committing a crime.

But such a situation does arise in labor disputes, where, if the striker does anything wrong he commits a crime, and the crime is of the essence of the act.

This by way of warning.—William G. Wright, in *The Public*, Chicago, Ill.

EMIGRATION FROM GERMANY.

According to the statistics recently published by the German Statistical Bureau, 389,995 persons emigrated from German ports during the year 1907, of whom 363,615 were aliens and 26,380 were German subjects. These figures show that, compared with those for the previous year, 1906, there was only a slight increase in the German emigration (906 persons), whereas considerably more aliens left for extra-European countries, such increase amounting to 37,625 persons. Besides the German subjects emigrating from German ports, 5,316 German emigrants embarked at ports other than German, among whom there were 3,313 at Antwerp and 1,770 at Rotterdam and Amsterdam.

The total number of Germans emigrating was 31,696 in 1907, compared with 31,074 in 1906, of whom over 2,000 each came from the Provinces of Posen, Brandenburg (including the City of Berlin), and Hanover and the Kingdom of Bavaria; over 1,000 each from the Kingdom of Saxony, the Rhine Province, the Provinces of Westphalia, West Prussia, and Schleswig-Holstein, the Kingdom of Wurttemberg and the Grand Duchy of Baden.

According to their occupation, 10,920 of the Germans emigrating in 1907 were farmers and farm laborers, 10,235 had formerly been occupied in mining and industrial, and 4,046 in commercial trading establishments. Of the alien emigrants who left Germany via German ports, 119,352 came from Russia, 112,788 from Hungary, and 110,444 from Austria. The destination of the largest majority of these, and also of said German emigrants, was the United States, to which country 30,431 Germans and 346,871 foreigners emigrated from German ports.

During the year 1907, 217,812 persons arrived by sea at German ports from extra-European countries, of whom 151,084 came from North America, 6,059 from South America, 11,222 (including 6,996 German troops) from Africa, 796 from Asia and 498 from Australia.

WOMEN IN BRITISH FACTORIES.

A late official return as to employment in factories in the United Kingdom other than textile gives interesting particulars as to the proportion of male and female workers. Out of a total of 307,157 workers in clothing factories, 197,320 were women, the female tailors numbering 46,072 to 13,984 men. Out of a total of 102,489 employed in boot and shoe factories, 31,467 were women; and out of 18,962 lithographic printers, 6,538 were women. In explosives' factories there are 5,538 women employed out of a total of 15,114, while 2,947 out of a total of 12,431 persons employed at bottling beer are women. There are also 25,603 women included in the total of 34,112 workers in tobacco, snuff and cigar factories.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

SAVINGS BANK INSURANCE.

BOSTON CENTRAL LABOR UNION.

Boston, Mass., July 8, 1908.

William H. Frazier, Esq., Secretary, International Seamen's Union of America, 1½A Lewis Street, Boston, Mass.:

Dear Sir and Brother:—You will remember that the Boston Central Labor Union and the Massachusetts State Branch of the American Federation of Labor were instrumental in securing last year the passage of the Savings Banks Insurance and Annuity Act under which the savings banks of Massachusetts are permitted to issue life insurance and annuities to wage-earners.

The special features of the law were discussed fully in the American Federationist of October, 1907.

I am sending you herewith an article prepared by our friend, Mr. Louis D. Brandeis, the originator of the plan, entitled "Massachusetts Old Age Annuities and Insurance." Will you kindly have the same published in full in your organ? Our representatives of organized labor deem it important to give the Massachusetts movement as much publicity as possible, both in Massachusetts and elsewhere, and are convinced that the action taken here will in due time be followed in other States.

Fraternally yours,

HENRY ABRAHAM, Secretary.

The article referred to is as follows:

ANNUITIES AND INSURANCE.

The pamphlet entitled "Who will pay your wages when you are old and grey?" published by the Massachusetts State Actuary presents in simple form the exceptional opportunity now offered the wage-earners of that commonwealth.

The Savings Bank Insurance and Annuity Act—for the passage of which the local seamen's organizations of Massachusetts, in common with other branches of organized labor, battled strenuously—was put into practical operation in June. The Whitman Savings Bank was the first to open its insurance and annuity department, although the People's Savings Bank of Brockton, of which ex-Governor Douglas is President, has led in passing the vote to do so. It is expected that the privileges afforded through the new law will be rapidly extended to other parts of the State.

The State Actuary's pamphlet closes with the words:

"The commonwealth of Massachusetts has done its part to help you.

"It is up to you to do your part.

"Just think of it—the saving you make by taking out a Savings Bank policy is equal to at least a 25 per cent dividend. It may be much larger.

"Have you any other investment that pays you as well?

"Call on your bank at once and apply for a policy."

And the facts bear out this claim. The State Actuary shows that a person can get life insurance plus an annuity from the Massachusetts Savings Bank for less money than he now pays for life insurance alone to one of the Industrial Insurance Companies.

Suppose you are 25 years old and pay to the Savings Bank \$1.30 each month and your neighbor who is the same age pays \$1.35 each month to the insurance company.

When you reach age 65, you will have no more deposits to make. Instead of making deposits you will begin to receive an annuity of \$100.

While you are enjoying the fruits of your saving, your neighbor will still be paying \$1.35 every month to the insurance company and he will have to continue paying this amount until he is 75 years old.

Which would you rather be—your neighbor or yourself?

You can get any kind of policy you want—but it is probable that the combination insurance and annuity policy will prove most popular. The State Actuary describes it thus:

An Insurance and an Annuity Policy.

This policy provides that:

You deposit with the bank a small premium each month until your sixty-fifth birthday.

The bank, after you attain the age of 65 years, will pay you a certain sum of money every year during your life, or, in case of your death prior to that time, a certain sum of money will be paid to your family at your death.

For example: Suppose you are 21 years old on your next birthday.

You deposit with the bank \$1.13 every month until your sixty-fifth birthday.

The bank on your attaining the age of 65 years, will pay you \$100 every year during your life, or, in case of your death before that time, the bank will pay \$500 to your family at your death.

Furthermore, your policy will receive its share of the profits earned by the insurance department of the bank.

Here is a policy just suited to your needs. It will help to take care of you after your working days are done as no other means can.

Regularly once a year after you are 65 years of age, the bank will deposit \$100 to your account in the savings department, where it will earn interest, and from which you can draw each week enough money to pay for your needs.

Besides doing all that, it protects your family in case of your death until you are 65 years of age, when the annuity begins.

A young man can buy this policy for less money than he can buy a life policy in an insurance company that employs house-to-house collectors.

The movement to establish the Savings Bank System of Old Age Annuities and Life Insurance has strong backing among the working men. The Presidents of the State Branch of the American Federation of Labor, of the Boston Central Labor Union, of the International Boot and Shoe Workers' Union, and the International Textile Workers' Union,—thus representing Massachusetts' leading industries—were among its most enthusiastic supporters.

Organized labor will undoubtedly see to it that its members in every part of the commonwealth get the facilities for obtaining these annuities and insurance under the law. This can easily be done; for if any local Savings Bank is not prepared to establish an Insurance and Annuity Department on its own account, it can serve the community just as well by becoming the agent of any other Savings Insurance and Annuity Bank. The local unions in any city or town have only to make known their earnest desire to have such an agency appointed and the Savings Bank will, without doubt, show a readiness to serve the public, and after the system has been in successful operation in Massachusetts, it is certain to be adopted in other States.

A CHINESE PUZZLE.

The live or die philosophy of the Oriental was held in check yesterday (July 12) when through the sweltering day Han Yung Ya, steward and chief fatalist of the ship Strathyre, and his twenty-two shipmates were in dungeons in the Church-street police station.

The globe-girdling tramp had steamed away Saturday night for Norfolk. Her crew of twenty-five Chinamen had rushed to dive to death rather than stay on what they called the "hungry ship."

Of the ten who succeeded in carrying out their pact to die together, two, Ching Ah Ling, fireman, and Le Ah Yuen, quartermaster, were drowned.

Yu Ya Shung, fireman, who was sent to Hudson Street Hospital suffering from immersion, had recovered sufficiently yesterday to join his companions in their cells.

Sergt. Mulhall, of the Harbor Police, detailed to care for the prisoners yesterday, bore to them with his own hands at noon a big watering pot filled with tea, a dozen loaves of bread and a lot of sardines. To human beings who said they had lived for nearly a year on unwholesome fish and weak tea, this was a feast.

After the ten had jumped from the Strathyre Sergt. Mulhall, who was in the water engaged in rescue work, looked up at the skipper, who was aboard the ship.

"Captain Gunn," Mulhall addressed the Briton, "it's up to you to prevent these other men from jumping. You are responsible for the two who have drowned. If you don't look out for the others you may find yourself in serious trouble."

Then, says Mulhall, Captain Gunn sent his Europeans to restrain the fifteen other Chinese from following their countrymen overboard.

In face of the United States statutes prohibiting a Chinese sailor from so much as stepping on American soil, it is considered strange that Captain Gunn steamed away, leaving ashore twenty-three men. Copies of the law are sent to every British captain visiting this port. Appended is the regulation:

"To prevent violations of law by Chinese seamen discharged or granted shore leave at ports of the United States bond with approved security in the penalty of \$500 for each such seaman shall be exacted for his departure from and out of the United States within thirty days.

"An officer connected with this office shall visit vessels in order to identify said Chinese and to report whether the master is taking proper precautions to prevent the illegal landing, but his presence does not relieve the master of his responsibility."

The Chinese say that in all their experience with masters sailing under the rules of the Board of Trade they have never met with such an exhibition of nerve as that displayed by Captain Gunn in leaving the Chinamen here.

It was said last night that Benham & Boyesen, agents of the Strathyre, at No. 21 State street, has decided to send the twenty-

(Continued on Page 10.)

Domestic and Naval.

The port of Buenos Ayres is soon to be improved by dredging and the erection of new moles.

The Morgan Line is about to increase its Galveston-New York service to three steamships per week.

It was recently announced at Kiel that the Kaiser is having a racing yacht designed in hope of challenging for the America's Cup.

The Hamburg-American line pier of the International Mercantile Marine Company at Philadelphia, Pa., was destroyed by fire on July 31, entailing a loss of \$400,000.

Philadelphia (Pa.) shipping men agreed that both Republicans and Democrats have failed to incorporate satisfactory Merchant Marine planks in their platforms.

The Pacific Steamship Navigation Company and the South American Steamship Company are planning to establish a twelve-day service between Valparaiso and Panama in the fall.

The Boston and Cuba Steamship Company inaugurated a direct service between Boston and Havana with the sailing of the Talisman from Boston on July 31. There will be monthly sailings.

Announcement was made on July 31 that Corrigan, McKinney & Co. will build two iron furnaces and extensive ore docks along the upper river at Cleveland, O., that will cost about \$2,500,000.

The plant of the Neafie & Leavy Ship and Engine Building Company, on the Delaware River, at Philadelphia, Pa., was sold at auction on July 25 for \$50,000, subject to a mortgage and ground rent of \$297,000.

A new tank steamship, named Texas, which has just been completed by the Newport News Shipbuilding Company, has been brought to Philadelphia, to be added to the tank fleet of the Atlantic Refining Company.

The Cunard liner Mauretania arrived at Queenstown, Ireland, on July 27, having made a record run of 585 knots for the twenty-four hours ending at noon on July 25. Her best previous daily run on an eastward voyage was 579 knots.

Satisfactory assurances have been given the Navy Department by the officials and citizens of New London, Conn., that there will be no further discrimination against the enlisted men of the Navy or the uniform of the United States in the places of amusement in that city.

Racing from the Hawaiian Islands to Philadelphia, Pa., on a wager of \$500 in a contest with another ship, the Atlas, Captain Dark, laden with sugar, reached the Delaware Breakwater on July 24, after a passage of 108 days. The other ship in the contest is the Edward M. Sewall, Captain Quick.

The new steamship Rotterdam, which has just made her first trip from Rotterdam to New York, is said to be the sixth largest passenger vessel afloat. The tonnage is 24,170, the highest speed 18 knots per hour and she will accommodate 600 first cabin, 515 second cabin and 2400 steerage passengers.

The first vessel to be built by private enterprise in Nova Scotia was launched recently from the shipbuilding yards of J. W. Carmichael & Company at New Glasgow. The hull is of steel and most of the material entering into the construction of the vessel was produced in Nova Scotia. She will have a tonnage of 500 tons.

SAN PEDRO, CAL.

Cannon's Clothing Store

SAN PEDRO, CAL.

BELL BRAND COLLARS AND CUFFS—UNION MADE.

We make a specialty of handling only the Best Union-Made Goods manufactured for Seamen.

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532 BEACON & 531 FRONT, next to Fritz & Ernest

SAN PEDRO, CAL.

COMPLETE SEAMENS OUTFITTERS

Union Goods for Union Men

SAN PEDRO WHOLESALE CO.

WHOLESALE DEALER IN THE CHOICEST OF OLD WINES AND LIQUORS.

Bottlers of San Francisco and Los Angeles Beers.

All goods sold at lowest San Francisco prices. We buy direct from Kentucky Distilleries and our California Wineries. Seafaring men invited to inspect our stock.

Beacon Street, near Fourth, SAN PEDRO, CAL.

M. BROWN

THE SAN FRANCISCO STORE

Now Located at San Pedro,

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INFORMATION WANTED.

Whoever knows the whereabouts of Seaman Julius Friedrich Clausen, born at Flensburg, Germany, is requested to inform the German Consul, 51 Third street, San Francisco.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

Any person knowing the whereabouts of the relatives of James Flanagan, who was a member of the Atlantic Coast Marine Firemen's Union and who died in New Orleans, La., in the month of March, 1908, will please communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

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F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Eriksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Pacific Coast Marine.

The following were enrolled at the San Francisco Custom-house on July 31: Schooner Sausalito, A. Nelson master; schooner Oakland, E. Arnsten master; steamer Doris, H. E. Olsen master.

The third-class Italian cruiser Puglia, commanded by Marquis Lorenzo Cusani Visconti, arrived at San Francisco on July 24, where she will remain for six days before proceeding to Puget Sound.

The following changes of masters were recorded at the San Francisco Custom-house on July 28: Sea Rover, C. C. Titchworth, vice Otto W. Olson; steamer Sea Witch, Otto W. Olson, vice John Richardson.

The following vessels were enrolled at the San Francisco Custom-house on July 27: Steamer Sentinel, H. W. Crosby master; schooner John A. Campbell, Robert Wilson master; steamer North Fork, John Nelson master.

Unless Captain R. Paessler, master of the Kosmos liner Assuan, which arrived in San Francisco on July 27, finds some acceptable excuse, or some one of influence enough to be felt to intercede for him, he will have to pay a fine of \$25,000 for bringing the steamer into San Francisco without a bill of health.

The cheap rate of 50 cents the round trip between Vancouver and Seattle direct, which went into force on July 30 as a result of the latest move in the rate war, will not be met by the Inland Navigation Company. The latter company will maintain a rate of \$1 between Vancouver and Seattle or Victoria.

Although anxiety is felt in shipping circles for the safety of the American bark Good News, which left Wilmington, Del., over six months ago with a cargo of powder for Tacoma, and has not yet arrived at her destination, there is also much hope that the vessel is safe. She is now out 199 days and is reinsured at 50 per cent.

The Alaska Steamship Company has bought the steamship Ohio, which took forty days to make the trip to Nome this season. The Ohio was owned by the White Star Steamship Company and operated by Frank Waterhouse & Co. It is reported that the Ohio may either be put on the southeastern run or her name may be changed if she is kept on the Behring Sea run.

United States Commissioner Brown filed his report with the United States District Court at San Francisco on July 30 in the matter of the petition for a limitation of liability of the Pacific Coast Steamship Company growing out of the loss of the steamer Pomona. He found from the testimony taken that the steamer was valued at \$1501.28 directly after stranding and the freight pending amounted to \$748.70.

The derelict steam-schooner Minnie E. Kelton is now tied up at the Oregon Railroad and Navigation wharf at Astoria, Or., and is held by that company until its higher officials decide what to do with her. Captain Generaux, salvor for the San Francisco Underwriters, has so far laid no claim to the vessel, and he is undecided what to do. A survey will be made to determine whether her engines are intact.

The three-masted British iron ship Scottish Moors, bound from Hamburg for San Francisco, has put into Montevideo with several losses and damages, according to a dispatch received at San Francisco on July 27. The Scottish Moors is in charge of Captain E. Tedford and is owned in the United Kingdom by G. Windram & Co. She is 2400 tons gross, 400 feet long, forty-two feet beam and twenty-four feet deep.

Underbidding the various firms, the Shipcarriers' Union, of Portland, Or., has been awarded a contract for calking and overhauling the Port of Portland drydock at St. John. It is the first time a labor organization has invaded the field to secure contracts of such nature. In this instance their bidding for the business is attributed to the fact that the various shipyards of the Pacific Coast have decided to conduct "Open Shop."

The following changes of masters have been recorded at the San Francisco Custom-house: Steamer Raymond, Gustav Enstrom, vice J. A. W. Carlson; steamer Hercules, D. C. Thomsen, vice O. C. Hansen; steamer F. M. Smith, M. C. Hensen, vice R. E. Barron; steamer Sonoma, N. P. Nelson, vice C. F. Christensen; steamer Newton No. 2, John Harkins, vice J. R. Peterson; steamer Relief, John Olsson, vice H. P. Marshall; steamer Gold, Donald Kennedy, vice B. J. Benson.

A libel was filed in the United States District Court at San Francisco on July 27 by the Insurance Company of North America against the American steamer Santa Rita, to recover for goods undelivered and goods damaged. The shipment was made from New York, September 27, 1906, for San Francisco, and was insured by the

libellant. On account of improper stowage the goods were spoiled, it is alleged, most of them were not delivered at all, and the remainder was valueless. A claim is set up for \$649.11 for shortage and \$116.50 for damage.

Following is the reinsurance list, as posted at San Francisco on July 31: Bark Ester, 239 days from Amsterdam for Macassar, 65 per cent; bark Carnedd Llewellyn, 164 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 152 days from Port Talbot, 30 per cent; ship Samona, 146 days from Wilmington, for Tacoma, 50 per cent; bark Good News, 195 days from Wilmington for Tacoma, 50 per cent; ship Aberfoyle, 157 days from Antwerp for Pelotas, Brazil, 8 per cent; bark Louisiana, 88 days from Newcastle for San Francisco, 1 per cent.

The derelict which has been sighted off Cape Flattery is believed to be the little center-board schooner Rosie H., which left San Francisco on April 30 on a whaling cruise in the Far North. The schooner should have been heard from if she has been sighted in northern waters by any vessel putting in to Unalaska. The derelict was sighted by the schooner Archer, which arrived at San Francisco on July 28 from the north. At that time it was forty miles south of Cape Flattery with one stump mast showing. The Rosie H. was a small schooner built for bay use. She is owned and captained by Fritz Wolki. She was manned by a crew of ten men.

Reports have arrived of the Bristol Bay salmon pack for the season of 1908. They show a big increase on the output of all the canneries in that district, many of the canneries having packed one-third more fish than last year. Following is the output of the canneries: Alaska Packers' Association, 660,000 cases; North Alaskan Salmon Company, 160,000; Naknek Packing Company, 76,000; Alaska-Portland Packers' Association, 47,000; Cold River Packers' Association, 46,000; Alaskan Fisherman's Packers' Association, 39,000; Northwestern Fisheries Company, 38,000; Alaska Salmon Company, 36,000; Bristol Packing Company, 21,000. The total pack of the year 1908 in the district was 1,123,000 cases, as against 702,000 in 1907, 981,000 in 1906, and 1,091,000 in 1905.

Two suits in admiralty were filed in the United States District Court at San Francisco on July 31 by the Italian Swiss Colony, libeling British vessels for damage done to cases of empty wicker-covered bottles by water through bad stowage. On November 6, 1907, 152 crates of empty bottles were shipped from Antwerp to San Francisco for the libellant by the British bark Kilmeny, but after arrival and the freight was paid it was found that the consignment had been so damaged through bad stowage that it was worthless, and \$1922.63 is asked for by the libellants. On December 17 of the same year a shipment of 102 crates of bottles was made from the same port to San Francisco by the British ship Milverton, but this shipment was also ruined, it is alleged, through poor stowage, and \$1183.19 is sued for.

That the Toyo Kisen Kaisha line has determined to abandon its South American service is being noised about in shipping circles. It is said that the resolve is based mainly on the falling off of Chinese immigration to Peru, whose transport has formed one of the company's largest sources of profit. The Toyo Kisen Kaisha has two steamers now employed on this line, and it is said that when they are removed one will be returned to the Naval Department, from which she was chartered, and the other to her owners in England. It has also been rumored, particularly in Honolulu, that the Toyo Kisen Kaisha contemplates abandoning Honolulu as a port of call. Lately the liners of the Japanese line have brought but few passengers from the island port, the Pacific Mail Steamship Company and the Oceanic Steamship Company getting hold of the semi-monthly passenger traffic and freight via San Francisco.

The American ship Bangalore, out 287 days from Norfolk, Va., for Honolulu with a cargo of coal, has been taken off the overdue list at 90 per cent and is now uninsurable. This practically acknowledges that the vessel is lost. The Bangalore was last heard of November 24 of last year, when she was spoken in latitude 7 north, longitude 26 west. She carried a crew of 21 officers and men, as follows: Luke S. Colley, Thomaston, Me., master; John J. Cox, New York, mate; T. B. Davis, second mate; M. E. Anderson, carpenter; S. Muto, steward; T. Kushwayi, cook; William McCarthy, Pennsylvania, boatswain, and the following seamen: Oscar Lucke, Newark; W. H. A. Briggs, New York; Otto Schroeder, C. Roberts, Massachusetts; Henry Savage, Germany; Anton Kudsman, Belwing, Russia; Lafayette St. Jacques, New Haven, Conn.; F. Soos, Stettin, Germany; Johannes Wichers, Strada, Germany; C. Langelot, Hamburg; J. H. Johannsen, Sweden; John Lusie, Portugal; C. Arnold, North Wales; A. Petterson, Stockholm.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

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Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 5, 1908.

TAFT ON INJUNCTIONS.

Mr. Taft, in his speech accepting the Republican nomination for President, makes a lengthy defense of the Anti-Injunction plank in his party's platform. The criticism that Mr. Taft's speech of acceptance is in general an attempt to amend the platform applies with particular force to the Anti-Injunction plank. Mr. Taft quite clearly endeavors to read into that plank a meaning which the language of the plank itself does not bear. After delivering himself of a statement on the "rights of labor," which might more correctly be described as the "no-rights of labor," including a pronouncement against the "secondary boycott," Mr. Taft says:

In the case of a lawful strike, the sending of a formidable document, restraining a number of defendants from doing a great many different things which the plaintiff avers they are threatening to do, often so discourages men always reluctant to go into a strike from continuing what is their lawful right. This has made the laboring man feel that an injustice is done in the issuing of a writ without notice. I conceive that, in the treatment of this question, it is the duty of the citizen and the legislator to view the subject from the standpoint of the man who believes himself to be unjustly treated, as well as from that of the community at large.

I have suggested the remedy of returning in such cases to the original practice under the old statute of the United States and the rules in equity adopted by the Supreme Court, which did not permit the issuing of an injunction without notice. In this respect the Republican Convention has adopted another remedy, which, without going so far, promises to be efficacious in securing proper consideration in such cases by courts by formulating into a legislative act the best present practice.

It would be interesting to know what Mr. Taft means by the term, "lawful strike." All that is now certain is that the use of that term implies the idea that strikes in some instances are unlawful. Presumably we must wait until Mr. Taft becomes President, when he will doubtless let us into the secret. Again, it would be interesting to know what is meant by the suggestion that if elected the Republican party in Congress will formulate into a legislative act the "best present practice." By referring to another and better authority, in the sense of being personally more influential in the legislative sphere, we find the understanding of the Republican party to be that a law should be enacted giving statutory effect to the "worst present practice," i. e.,

ALL the present practice. It will be remembered that Speaker Cannon, in explaining his conception of the Anti-Injunction plank in the Republican platform, said:

The resolutions further commend the courts by recommending that what has been and is their practice in issuing injunctions shall be expressly declared in the statutes. I approve the plank as adopted.

It may safely be assumed that Mr. Taft's attempt to amend the Anti-Injunction plank by reading into it a meaning favorable to a modification of the present practice in the issuance of injunctions in labor disputes, even if such attempt be made in good faith, would amount to nothing in practice. All that need be expected, in event of the election of a Republican Congress, is the passage of a law which will confirm "Government by Injunction," with all of its far-reaching and destructive tendencies.

Beginning with its issue of July 31, the Labor Clarion, of San Francisco, is published under the direction of new hands. Will J. French, who was chosen to fill the vacancy caused by the death of J. J. O'Neill, has assumed the duties of his new post. "By way of introduction," Editor French announces that "there will be no change in the policy of the Labor Clarion. It will continue to cleave to the trade-union as an institution that is helpful in the struggle of life, and which enables those who are associated together to participate in some of the advantages of present-day civilization."

The JOURNAL extends greetings to its latest co-worker in the field of labor journalism, and congratulates the Labor Clarion, its readers and the labor movement at large upon the good fortune of having secured the services of a man in every way worthy of the honors and responsibilities bestowed upon him, one who, moreover, may be implicitly trusted to make the most of the new opportunities presented to him.

The communications from Comrade Furuseth published in this and the preceding issue are the first of many letters which the JOURNAL hopes to be able to present by way of keeping our readers in constant touch with Furuseth during his travels in foreign lands. Comrade Furuseth's "impressions" while abroad will afford much of interest and instruction to those who know him personally and also to that much larger number who know him by reputation as a keen observer and profound student of social and industrial conditions throughout the world.

It is interesting to note the criticism of the pro-Injunction press concerning the Anti-Injunction plank in the Democratic National platform. These papers say in one place that the Democratic plank is a "surrender to the demands of Gompersism," and in another that "there is no real difference between the Democratic and Republican Anti-Injunction planks"! Consistency is a jewel that is conspicuous by its absence from the diadem of pro-Injunction journalism.

Even the most optimistic believer in the enduring quality of republican institutions in the United States must begin to feel his faith weaken as he contemplates the spectacle of an American President practically, and almost literally, assuming to name his own successor.

SAFETY OF LIFE AT SEA.

The subject of safety of life at sea is one of ever-present, and indeed ever-increasing, importance. Recent maritime disasters, involving great loss of life, afford indisputable evidence of the dangers that still accompany travel by sea. It is equally indisputable that practically nothing has been accomplished toward preventing a repetition of these disasters, or at least toward preventing the loss of life following such disasters. In most instances of maritime disaster the resultant loss of life has been due very largely to the failure of the crews to render prompt and efficient aid, which circumstance, in turn, is due to the inadequacy of crews, both in point of numbers and in point of individual efficiency.

The appointment by President Roosevelt of a "Commission on Safety of Life At Sea" is therefore to be welcomed, in the hope that practical results in the form of legislative proposals may follow. In this hope the International Seamen's Union of America has addressed to the Commission the letter printed in this issue of the JOURNAL. Whether or not the Commission shall act favorably upon the suggestions of the Seamen, there is no room for dispute concerning the fundamental and immediate importance of the manning question as an element in the problem which the Commission is appointed to deal with. In the last analysis the safety of life at sea is dependent mainly upon the character of the men composing the crews of vessels.

It is a significant fact that those newspapers which are loudest in denouncing what they style "Gompers' bargain to deliver the labor vote" are precisely those which are most conspicuous by reason of their hostility to organized labor and all its works.

When purchasing overalls, oilskins, shirts or suits see that they bear the label of the United Garment Workers of America. By so doing you will be doing your duty as a union man, the duty to assist other classes of labor, particularly those classes which most need help—the women and girls.

FURUSETH IN EUROPE.

In Sweden there is a strong labor movement. It is simply surprising what they have done. Strike-breakers usually come from other countries now—generally from England. The industrial workers are very generally organized and federated, and they seem to work together very well. Servants who have term contracts to labor may be compelled to fulfill the contract; but such service is general only in husbandry in the country. In the cities the workers avoid making such contracts, it seems, in all ways they can. The industrial workers are free to quit work and they have so used their freedom that the wages have been increased 50, 100 and 200 per cent. Wages have increased in the country also, but very much less and only because of the emigration to America and the drift to the cities. The country is being more and more stripped of its labor, while in the cities there is at times increasing misery.

The astounding thing is that so few seem to see the cause. Of course, the seamen are held in chains, through official discharges kept by the master and through imprisonment for failure to join, for desertion and for disobedience to commands, in port as well as at sea. And, of course, there are fewer and fewer seamen, and of these a constant emigration, by desertion and otherwise.

I find, generally, more freedom in Sweden than in Norway, and in proportion less emigration. They have done wonderful work as union men; they have labor temples in almost every city and

town. They have libraries and even parks belonging to the trade-unions.

Their movement is, however, in a general sense political, and there are very good reasons for this. We always want what we have not, and they want the vote because they have it not, unless they have a specified income and pay taxes thereon. They are now going to have an enlarged franchise and proportional representation, and expect to have several more members in the Rigsdag. What they will use it for in the beginning is another question. My judgment is that they will use it to put chains on themselves in the idea that thus they shall chain down the employer. They will, I think, have NOTICE ON BOTH SIDES before they can be discharged, they think. It will of course mean BEFORE THEY CAN QUIT.

They wanted arbitration laws, but now they have begun to doubt their utility and will oppose them. They can not boycott. There is no law against it, but they have injunctions about the same as we. They may be forbidden to hurt a man's business by writing or speaking against the use of his wares or preventing him from getting workmen. They have not yet the blanket kind of injunction, but will get it later, because the same reasoning which brought the one will bring the other. This applies to Denmark as well as to Sweden, but I find that it does not apply to Germany.

In Denmark, the industrial workers are free; servants and seamen may be, and are, compelled to fulfill any contract to labor. In Denmark also the cities grow out of proportion and the country is losing its labor, because of the servile condition of the workers in husbandry. They do not seem to feel the chains as chains; but they know that their condition is much better in the cities. Why this is so they seem not to have thought out; but they leave and go to the cities, towns and to America, but this last in decreasing numbers. This is a land where real need is not much known. The people seem prosperous, speaking in a general way—nearly all except the seamen, who stand in wages about where they were thirty years ago, and in relative wages so much lower that marriage is rare, and growing more so.

There seems little prospect of improvement in this, because of the lack of hope of getting the chains off. They are not hoping even to get it until they are a majority in the Rigsdag, and perhaps not even then. That this might be obtained by appealing to the old nobility and the extreme conservatives seems never to have entered their minds. The workers generally are members of the so-called Social Democracy. They call themselves Socialists, but they have only the vaguest ideas of what that means. Of course they have the same dogma about "public ownership of all means of production, distribution and exchange," but what this really would mean is not at all clear, and when it comes to public ownership of all means of reproduction, they simply do not understand, and when a glimmering comes, they promptly repudiate it. They are much better union men and women than Socialists of the real orthodox type. What they really mean by Socialism, so far as I can find, is more freedom, as they understand it, and generally better conditions of life. I am leaving Copenhagen for Hamburg to-morrow and hope that I may find it about as easy or nearly so to get the kind of information that I want.

Maritime business in Germany is down, terribly down. That appears plain by going over the harbor of Hamburg. I have not, since 1893 or 1894, seen such a fleet of ships laid up. The general harbor looks like Esplanade Moorings, at Calcutta, used to in days ago. Great, fine sailing ships are lying in tiers, two and three deep, and nearly all idle. In the so-called "American harbor" the same is the case with steamers. There must have been at least 2,000 men thrown on the beach here. Where they are seems unknown. One man guessed they had gone home. There were not any great number idle in Hamburg so far as I could find. I was told that a great many go to their homes in the country—all over Germany, but especially in Pomerania and East Prussia. Those in Hamburg live in boarding-houses, where they pay about 16 marks, or \$4, per week. In some cases two in a room, in most cases more. They ship through a shipping-master licensed by the Government. This shipping-master is permitted to take for his work 6 per cent of one month's wages, 3 per cent from the seaman and 3 per cent from the vessel. The wages are 65 to 70 marks per month; with firemen—from Hamburg alone—10 marks more. In all other ports the wages for able seamen and firemen are the same. The seamen had agreements with the owners in Bremerhaven, and this was abolished by the owners while I was in Hamburg, and as a result I saw but little of Mr. Muller, the general-secretary, as we should call him, because he was compelled to go to Bremerhaven.

I find that the wages of the industrial workers have about doubled in the last fifteen years—in some cases slightly less, in others a little more, and that the cost of living has followed the wages. The seaman's wages have increased from 15 to 20 per cent, rather 15 than 20, which means that he is really worse off than he was when I sailed from Germany, thirty years ago. We then had on longer voyages 50 marks, on shorter up to 55 marks, which means £2 10s to £2 15s.

Of course it would be perfectly useless to speak

of the enormous increase in German shipping; but the visit which I made to Berlin to see the maritime exhibition tells at once how this is done. There are exhibited all kinds of vessels, from the old Norse Viking ship and the Venetian galley to the highest type of modern marine architecture, sail and steam, merchant and man-of-war. There is one constant stream of people in and out, and three lectures with stereopticon views every day. Here they show all things except the forecastle and the scaman in his chains. Here are maps showing the shipping in inland waterways and the lines running to the Colonies. All kinds of gear used for all purposes in building vessels and in managing them. I am told that this exhibition is permanent and that it is built and managed by the German Maritime Association, of which the Emperor is the head.

All that can be done to send the youths to sea and that can be done to encourage capital to invest seems to be done. But, with it all, I am told that the men sailing are mostly young men. This is, of course, easily explained. The wages are insufficient upon which to marry and raise a family, and when men begin to think seriously about such things they seek other work either in Germany or elsewhere.

Thus is the curse of the seamen's serfdom seen to work through and in spite of all efforts and to, in a large measure, negative the herculean work done by this great society. Mr. Muller stated that they have two thousand to three thousand Chinese and other coolies sailing in German vessels in different parts of the world.

It does not seem as if the men are really conscious of their serfdom, and when they are told in so many words that they are serfs, they are at first inclined to be incensed, but they feel the result, and when the cause, as we see it, is explained, they begin to reason about what serfdom is and then they, in a hazy kind of way, begin to compare. But there is no understanding as yet. That a seaman should have freedom to quit in a safe harbor seems so foreign to them, that it can not at once be appreciated. Sailors, firemen and cooks and stewards are all in the same union.

ANDREW FURUSETH.

Amsterdam, July 19, 1908.

FOR THE SAFETY OF LIFE AT SEA.

(Continued from Page 1.)

Chinese Crews.

Memorandum to Congress on Employment of Chinese Crews, Set D, Nos. 1, 2, 3, Pages 1, 2, 3 (resp.).

Brief Submitted to United States Attorney-General by Sailors' Union of the Pacific, Set D, No. 4, Pages 1, 6, 7.

Address to the President, Set D, No. 5, Page 1. Attorney-General's Reply to Brief of Sailors' Union, Set D, No. 6, Pages 1, 6.

Prohibition of Chinese Crews in Coastwise Trade, Set D, No. 7, Pages 1, 6.

Chinese on British Ships, Set D, No. 8, Page 1.

The presence of Asiatic crews on American vessels constitutes one of the gravest features of the manning question. That such crews are incompetent, not only by reason of the manner of their selection, but also, and chiefly, by reason of certain racial characteristics, is amply demonstrated by the records of disaster at sea. Judicial affirmation of this fact will be found in these data (Set A, No. 3, Page 2). We hold, further, that the employment of Chinese on American vessels is a violation of the Chinese Exclusion Act, and ought to be prohibited in order that the American seaman may share the protection afforded other classes of labor by that Act.

Tow-Barges.

Hughes Bill in 60th Congress, Set A, No. 1, Page 1.

Bureau of Navigation Report, 1899, Set A, No. 7, Page 2.

Frye Bill Passed by Congress, Comment Thereon, Set A, No. 8, Page 6.

Attention is here directed to the custom of towing barges in strings, to the great danger of vessels using the same waters. The Frye Bill does not deal with the subject in its most important aspect, namely, as a menace to other craft. Legislation upon this subject should require that tow-barges shall each be seaworthy and equipped with means of self-management in event of being cast off. A reasonable limit should also be placed upon the number of barges that may be taken in a single tow. Legislation upon this subject should embrace log-rafts, so as to prohibit the towing of such rafts in the open sea.

For the further information of the Commission concerning the need of legislation for the improvement of the character and efficiency of crews, and the bearing of such legislation upon the question of the safety of life at sea, we respectfully refer to the "Report of the Merchant Marine Commission, 1905," Vol. 11, Pages 1206-1277.

Respectfully submitted,

WM. H. FRAZIER,
Secretary-Treasurer, International Seamen's Union of America.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 3, 1908.

Regular weekly meeting was called to order at 7:30 p. m., P. Scharrenberg presiding. Secretary reported shipping and general conditions unchanged.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, July 27, 1908.

No meeting; no quorum. Shipping dull.

A. E. SIMMONDS, Agent.

Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, July 27, 1908.

Shipping still dull; prospects poor.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 27, 1908.

Shipping and prospects dull.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, July 26, 1908.

No meeting; no quorum. Shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, July 27, 1908.

Shipping dull; prospects uncertain.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland, Or., Agency, July 27, 1908.

Shipping dull.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, July 26, 1908.

Shipping poor, prospects uncertain.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, July 27, 1908.

Shipping slack; prospects poor.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 30, 1908.

Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.

Seattle Agency, July 22, 1908.

No meeting; shipping medium.

LEONARD NORKGAUER, Agent.

San Pedro Agency, July 22, 1908.

No meeting. Shipping fair on steam-schooners, no shipping on sailing vessels.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, July 27, 1908.

Shipping quiet.

A. McKECHNIE, Acting Secretary.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., July 13, 1908.

Situation quiet.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., July 28, 1908.

Shipping fair; prospects better.

WM. H. FRAZIER, Secretary.

1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., July 25, 1908.

Shipping slack; prospects poor.

DANIEL SULLIVAN, Secretary.

DIED.

Carl Isacksen, No. 131, a native of Norway, aged 41, drowned at Philadelphia, Pa., July, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

OPENING OF GARY.

When the steamer E. H. Gary, with the first cargo of iron ore, with which the great steel mills of the United States Steel Corporation at Gary, Ind., will soon begin operations, poked her nose into that harbor on July 23 a great American flag was run up on a high flagstaff at the harbor entrance, and broken out to the breeze.

The ceremony marked the formal opening of the new harbor. Instantly the American gunboat Wolverine, the only war vessel on the Great Lakes, responded with a salute of twenty-one guns. The naval training-ship Dorothea and the revenue-cutter Tuscarora followed with salutes as the Gary passed to her dock, carrying ore weighing 12,000 tons.

The Gary had been convoyed from the breakwater at South Chicago, fourteen miles away, by the four Government vessels in service on Lake Michigan. On board were representatives of manufacturing, commercial and banking interests of the West, the party in all numbering about 500.

As soon as the harbor had been reached, the formal exercises began, the speakers talking from the steamer's bridge. The guest of honor was John W. Kern, of Indianapolis, Democratic candidate for the Vice-Presidency. Other speakers were James R. Mann and E. D. Crumpacker, members of Congress from the Calumet region; William Livingstone, of Detroit, President of the Lake Carriers' Association, and representatives of the town of Gary and of the Steel Company. Among these was E. C. Collins, of Cleveland. Following the speeches, there was an exhibition of rapid work by the vessel unloaders in handling the cargo of the Gary. An inspection of the mills followed. Then there was a parade headed by the marine and naval reserves through the city of Gary, with a reception at the Gary Hotel. Here Mr. Kern and others made brief addresses from the balcony of the hotel. All Lake county seemed to have come to the festivities marking the beginning of the era of production of steel in the mills on which the United States Steel Corporation has already spent over \$30,000,000 and with as much more to be spent before the mills are in full operation.

Before the close of navigation next December it is expected that more than 1,000,000 tons of iron ore will be unloaded by vessels at Gary.

According to Major Fitch, the Reid Wrecking Company is still at work on the sunken Sevona near Sand Island, Lake Superior. The boilers, part of the machinery, and some plates have been removed from the wreck. Major Fitch denies the report sent out that there were twenty feet of water over the sunken craft, and says there are only nine feet over it.

The big steamer Harvey D. Goulder started on her first trip of the season from Lorain, O., on July 25. She was loaded with 10,000 tons of coal about three months ago and had been lying at her dock ever since.

SHIPPING OF CLEVELAND.

Lieutenant-Colonel John Millis, United States Engineer at Cleveland, has just forwarded his annual report to Washington. It is an interesting document, taking up several hundred pages.

The report shows that Ashtabula beat Cleveland in ore receipts during the season of 1907 by 1,114,782 tons, while Cleveland's shipments of coal exceeded those of Ashtabula by 248,604 tons. Cleveland beat Conneaut in ore receipts by 775,039 tons. Ashtabula's total ore receipts were 8,470,347 tons; Cleveland's 7,355,565; Conneaut, 6,580,526. Cleveland's total receipts by Lake for the season follow:

Iron ore, 7,355,565 tons; pig iron, 21,166 tons; iron, manufactures, 1,445 tons; hard coal, 622 tons; soft coal, 29,250 tons; lumber, 353,760 tons; salt, 379 tons; copper, 985 tons; flour, 1,292 tons; wheat, 20,670 tons; corn, 17,028 tons; oats, 4,212 tons; miscellaneous, 525,835 tons; total, 8,348,657 tons.

Cleveland shipments by Lake during the season were: Iron ore, 34,670 tons; pig iron, 30,580 tons; iron, manufactures, 266,263 tons; hard coal, 16,465 tons; soft coal, 3,264,875 tons; bunker coal, 235,384 tons; salt, 462 tons; lumber, 945 tons; wheat, 3,300 tons; miscellaneous, 670,847 tons. Total, 4,523,791 tons.

Cleveland total freight tonnage in 1907 was 12,872,448, as against 12,247,626 in 1906, an increase of 624,822 tons. The number of vessels entering the port of Cleveland last season was 5,020, with a tonnage of 7,347,785. The number departing from that harbor was 4,978; tonnage, 6,957,628.

The total amount actually expended in connection with the improvement of rivers and harbors during the fiscal year ending June 30, 1908, for the Cleveland district, follows: Toledo harbor, \$40,576.38; Port Clinton, \$2,999.29; Sandusky, \$100,348.03; Huron, \$118,549.77; Vermilion, \$14,968.62; Lorain, \$108,291.91.

Cleveland general harbor improvements, \$105,754.29; main entrance to harbor and new breakwater, \$499,284.54, a total for Cleveland of \$605,038.83; Fairport, \$30,570.94; Ashtabula, \$177,682.51; Conneaut, \$9,006.27.

It is expected that the new work on the main entrance to the harbor, including the jetties, will be completed before the end of the present year.

SANDUSKY HARBOR.

The total expenditures in four years for improving Sandusky harbor to June 30, 1908, is \$534,026.08, of which \$24,675.46 was for maintenance during the past four years. The result of these expenditures has been to create a channel 300 feet wide and twenty feet deep through the outer bar, 400 feet wide and twenty feet deep to the city front, and 200 feet wide and eighteen feet deep along the city front to the Short Line docks, completing 36.1 per cent of the work now under contract. The receipts and shipments at the harbor of Sandusky for the calendar year 1907 amounted to 2,239,861 tons, an increase of 873,198 tons over the preceding year.

SHIPBUILDING ON LAKES.

According to the annual report just sent by Charles F. Leach, Collector of Customs at Cleveland, to Washington, there were 308 vessels registered in that district during the fiscal year ending June 30, with a gross tonnage of 871,953 and net tonnage of 670,864.

The figures for the preceding year were 304 vessels, gross tonnage 746,955 and net tonnage 579,773. Duluth, which is Cleveland's nearest competitor, had last year a registration of 385 boats, gross tonnage 720,928, net tonnage 572,396. It will be seen by these figures that while Duluth had the greater number of vessels, Cleveland had the greater amount of tonnage. The Duluth report for this year has not yet been issued.

The apparent discrepancy in the slight increase in number of boats for Cleveland district over last year and the large increase in tonnage is due to the fact that a great many small wooden boats have been sold off during the year and a few steel ships of greater tonnage added.

The report of the Bureau of Navigation for the fiscal year ending June 30 shows that this has been the record year of American shipbuilding and that the center of the industry is on the Great Lakes. During the year 1906 vessels of 588,627 gross tons were built in the United States, of which 75 steel steamers of 304,379 gross tons were built on the Great Lakes. The largest annual output heretofore was in the year 1855, when 2,024 vessels of 583,450 tons were built. In that year the Great Lakes built only 263 vessels of 45,423 tons. This year steel vessels built numbered 142 of 417,167 gross tons, compared with 360,665 tons built last year. These two are the years of the largest steel construction in the United States. The tonnage built is entirely for domestic transportation, no vessels exclusively for the foreign trade having been built in the United States. Of the 142 steel vessels 85 exceeded 1,000 gross tons each, 55 on the Great Lakes, the largest being the William M. Mills, of 7,962 tons, and 30 on the seaboard, the largest being the Columbian, of 8,579 tons, built at San Francisco for trade to Hawaii. Four wooden sailing vessels exceeding 1,000 tons each were built during the year, the largest being the Edward J. Lawrence, of 3,350 gross tons.

TIED UP AT DULUTH.

More ships were laid up on July 24 in the Duluth harbor basin. Five of the Gilchrist fleet, the Woodruff, Hecker, Walker, Schuck and Saturn were brought over by tugs from Allouez, where they were in winter quarters, and anchored alongside the Oglebay and Steel King in the harbor basin. They will be joined by the Wisconsin of the Hawgood line, which is at the Lehigh dock. There are now eight big ships in the anchorage grounds that are laid up indefinitely, the Oglebay being the only one that has made a trip this season.

The Government engineers say that the new West Neebish channel will be opened between August 5 and August 10.

OBSTRUCTIONS AT BUFFALO.

United States Engineer Fisk, at Buffalo, has notified the Lake Survey office of the location and manner of marking three obstructions in his district. The information is of importance to masters of vessels entering Buffalo and also those which may run on the Niagara River.

The sand scow Trader, sunk July 8, lies in the American channel of the Niagara River, 300 feet west of the channel used by vessels, and abreast of the foot of Strawberry Island. The scow lies in fifteen feet of water, with eight feet over it; the mast of the derrick projects above the water six feet. It is marked at night by a white lantern light.

The intake crib for the Lockport water supply, now under construction at North Tonawanda, lies temporarily in Niagara River, to westward and abreast of the foot of Tonawanda Island. It is 1,000 feet south, 17 degrees west, true, from the dredged channel south buoy, with ten feet of it above water. At night it is marked by a white lantern light.

The steel circular intake caisson for the Buffalo water supply, under construction at Buffalo, has been sunk in place in Lake Erie, 300 feet south of a line joining Buffalo breakwater north end light and Horseshoe Reef light, 1,000 feet south, 53 degrees east, true, from Horseshoe Reef light, in eighteen feet of water. The caisson projects above the water seven feet, and is painted black. It is temporarily marked at night by two white lantern lights on rods, fifteen feet above the water.

TRAFFIC IN SOO CANAL.

It is no surprise to note the falling off of 11,049,000 tons in traffic through the United States Soo Canal for the fiscal year ended June 30, 1908, as developed in the annual report of Lieutenant-Colonel Townsend, United States district engineer, made public on July 21.

It is accounted for by the stagnation of the 1908 Lake season and by early cessation of activity in 1907. Total traffic through the Canal for the fiscal year is 33,974,074 tons compared with 45,013,198 for 1907 period. Aggregate traffic through Canadian Canal was 12,467,146 tons, a gain of 2,818,726 tons for the 1908 period.

A total of \$2,148,116 was expended in the district during the year for navigation improvements of which \$1,022,987 was used in the Detroit River. For the improvement of the middle and west Neebish channels \$668,257 was expended.

Some of the principal recommendations for further appropriations are: Livingstone channel in Detroit River, \$2,500,000 in addition to unexpended balance of \$2,061,181; for new lock and canal at Sault Ste. Marie, \$500,000; for Harbor Beach harbor of refuge, \$275,000; Amherstburg channel in vicinity of Bar Point, \$250,000.

Bids were opened at Detroit on July 21 for dredging Hay Lake and Neebish channel. The Lake Erie Dredging Company of Buffalo was the lowest bidder on the Little Mud Lake, at 24½ cents a cubic yard; the Standard Contracting Company, Cleveland, was the lowest bidder on the Sailors' Encampment work at \$2.95 a cubic yard.

Demand the union label on all products.

THE M. ANDREWS LAID UP.

Captain Henry Steinbrenner, manager of the Kinsman Transit Company, announced recently that the big steamer Matthew Andrews had been ordered laid up at Waukegan, where she arrived a few days ago with a cargo of coal. The Andrews' crew, which includes several members of the Hiram College football team, will remain on the boat until she starts out again. They will be given their food while with the boat, and they will continue training for the coming football season by taking long walks on the suburban roads about Waukegan, besides keeping busy by doing odd jobs cleaning and fixing up on the big ship. The Hiram athletes have been employed in various capacities from wheelmen and watchmen to coal passers since joining the Andrews some weeks ago. Captain Lampoh says they are the hardest working bunch he has ever come in contact with.

"Gafftopsail" Charley Andersen suggests that it would be a good training stunt to let the long-haired gladiators walk back from Waukegan.

"Ay tank if dem football fellurs walk home dey bane in gude chape to make rough house when football season begin," said the noted Swedish navigator.

The foregoing is from the Cleveland Leader, which paper appears to be much interested in the fortunes of the Hiram College "sailors." But the point I wish to call attention to is that part reading, "They will be given their food while with the boat, and, besides keeping busy by doing odd jobs, cleaning up and fixing up on the big boat." In other words, working for their board. Comment is unnecessary, and besides this paper would not publish what I would like to say. W. H. JENKINS

Conneaut, O.

JOB FOR "BA-AD MEN."

The Cleveland Leader in several of its issues this season has told us of the fighting qualities of the shipping-masters at various ports. In its issue of July 23 the Leader says:

Gus Hoffman, the new shipping-master at Ash-tabula, is said to be a bad man with his fists, besides being a good all-around wrestler. Rumsey, the chief shipping-master, seems to pick athletes for all those "fancy" jobs in the shipping offices.

The shipping-master at South Chicago was arrested recently for carrying a revolver. He, according to the Leader, being also a slugger, evidently does not think as much of his fists as the Leader would lead us to believe. A few days ago a sailor was badly slugged on the P. & E. coal dock at Erie by two "detectives" without rhyme or reason. The Leader, or any other person or paper, has yet to find a single case of violence on the part of sailors, firemen or cooks. But they may be forced to defend themselves from the slugging tactics of the so-called detectives and "shipping-masters."

W. H. JENKINS.

Conneaut, O.

BURNING OF THE STREET.

The steamer Charles A. Street, bound down with three barges in tow, caught fire on July 20 in Lake Huron while off Lexington, twenty-five miles above Port Huron, and was destroyed. The crew of thirteen were landed safely at Lexington.

When the fire broke out on the Street the barges were cut adrift. The fire made rapid headway despite the best efforts of the Street's crew, and it was soon apparent that the steamer was doomed. The lifeboat was destroyed by the flames, and the crew began building a raft on which to leave the burning boat. Before they had completed it, however, the crew of one of the barges rowed back three miles and took them off safely and landed them at Lexington.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Thomas Bonner, No. 7823, Lake Seamen's Union, is requested to communicate with his sister, who is very ill, at Kingston, Ontario.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.103 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADA.Box 235
KINGSTON, ONT., CANADA.(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

A CHINESE PUZZLE.

(Continued from Page 3.)

three Celestials to England, where they may ship on some other steamer bound for the Far East. In this case it will not be necessary to arraign them before United States Commissioner Shields.

Beyond a determination never again to endure the horrors of the so-called starvation ship the Chinamen were completely indifferent yesterday as to whether they were going.

On that tramp there were nine boilers, with fifty-four fires, they said. In six-hour shifts, a total outfit of nine firemen, three to a watch, had worked for a year, practically without wages, overcharged for what they bought out of the slop chest, and fed on tainted fish.

"It was of two things for all of us, to leave the ship or die. For what difference after all?" said Han Yung Ya stoically. "If you must drown, you drown all the same."

It is the freely expressed opinion of United States officials that the master of the Strathyre is responsible for all twenty-five Chinese, including the two who were drowned. The case is without precedent. These men are temporarily suspended between the rules of the British Board of Trade and the laws of the United States.

A study of the Strathyre's hopping from port to port for a year shows that leaving Linnton and Portland, Or., and Departure Bay, she touched at Moji, Shanghai, Kutch-enotzu, Sourabaya, Besokie, Probolingo, Colombo, New York, Bahia, Pernambuco, Santos, Rio Grande Do Sul, Rio de Janeiro, New York again, Pernambuco, Santos, Pernambuco, Rio, Santos, Rio Grande Do Sul, Rio, Victoria and New York once more.

Sergeant Mulhall, who, with Policemen Corbett, Sheehy and Hunt, picked the eight Chinamen from the Erie Basin, said that while in the water they deliberately held their heads down, determined to die.—New York World.

COMPARISON OF METHODS.

A great many valuable object lessons were presented to the seamen by the strenuous situation obtaining last winter, exemplifying most clearly the difference between Union methods and crimping practices in the shipping business.

One or two of these instances may be cited as typical of all.

Prior to 1906-7, practically all the steamboat shipping in New York was in the hands of Crimp & Company, and the general rate of wages was \$25 per month on deck.

During those two years the Union had conducted an energetic organizing propaganda among the steamship crews, with so much success that the wages were raised to \$30, and many of the coastwise lines found it advantageous to secure crews from the Union office. Some of them, however, while paying the increased wages, still depended, from force of habit perhaps, upon the old firm of Crimp & Company to furnish their men. Thus it happened that on this question of preference, vessels of the same line were often divided, owing no doubt to conflicting opinions among their respective officers. This was the state of affairs in the Ward line, and thereby hangs a tale.

One of the ships of this line, the Merida, was controlled by a certain arch-crimp and

bum boarding-master in Cherry, Long Island. On her arrival at New York, after a twenty-one days' trip to Tampico and elsewhere the bold crimp boarded her with the audacity of a pirate, practically held up the entire crew at the pay table, compelled them to disgorge an aggregate sum of \$200 for bad debts. He then ordered them ashore and chased them back to his house to hibernate for a while, and accumulate some more bad debts, while another crowd of deadheads were sent on board to make a trip and earn another \$200 for their astute business manager. In comparison with this commonplace episode we must relate a more inspiring incident, which occurred the same week on another ship, the Havana, of the same line.

The facts in this case are brief, bright and brilliantly instructive. Here they are! The Havana's crew were engaged directly through the Union, and when she ambled into port and swung majestically into her berth at pier 14, East River, her crew were duly paid off, squared their books with the visiting delegate and then resumed their duties as members both of the Union and the ship's crew, without being chased or discharged, without being robbed of their wages, without incurring any bad debts and without placing themselves under any obligation to Crimp & Company.

Read, mark, learn, reflect, fellow seamen, and then take your choice.

Another interesting incident occurred in the fireroom department of one of the Luckenbach fleet. This particular ship had been carrying all Union firemen at \$40 per month with perfect satisfaction for some time, when a wily German boarding-master, with a house full of non-union deadheads, came along and persuaded the company to oust their tried and efficient Union crew and supplant them with his questionable make-shifts at \$35 per month. Observing this fellow's success in disposing of deadheads by reducing wages, another enterprising crimp came along with a new crowd of dunderheads a trip or two later, and knocked the rate down to \$30 per month. He was quickly supplanted in the esteem of the company, however, by another crimp who introduced a bunch of Italians at \$25 per month. But even this champion of labor brigands stood no show whatever with the suave and polished Japanese crimp who finally supplied the Luckenbachs with a crew of brownies for fireroom service at \$15 per month.

At last accounts the brownies were still in service, very much to the disgust of the engineers.

We are waiting now to record the exploits of the genius who brings a tribe of monkeys to relieve the sweltering Japs.

JAMES H. WILLIAMS.

New York.

According to Lloyd's Register the vessels under construction in the United Kingdom at the end of March, 1908, were 847,501 gross tons, against 1,306,087 at the end of March, 1907, a decrease in a year of 35 per cent, of which 100,000 gross tons occurred during the last three months of the year. The present depression extends to every shipbuilding center in the Kingdom with the exception of Barrow.

Demand the union label on all products.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.**SAILORS' UNION OF THE PACIFIC.****Headquarters:**

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

SWISS FACTORY LAWS.

In regard to legal restrictions, children under 14 years of age can not work in the mills. The weekly hours of labor in the mills are 64, 11 hours for five days and 9 hours Saturday. The usual hours for mills working this time are from 6 to 11:30 and from 1 to 6:30. There is a continuous campaign waged by the workers for shorter hours, however, and most of the mills do not now run over 10 hours, some only 9, and the prospect is for still shorter hours.

One interesting feature of the Swiss laws is that no factory is allowed to work at night, and by night is meant from 8 p. m. to 6 a. m. For any overtime a permit has to be obtained from the local authorities, and only in very rare cases, such as the partial loss of the factory by fire, is a mill allowed to run up to 12 o'clock at night, and then only with extra help; in no case is all-night work allowed. Italy, for this reason, has heretofore been able to displace Switzerland in certain lines, because of the cheapened cost due to night and day work, but under the new Italian law women and children can not work at night, and as the Italian mills are operated mainly by women and children this practically has the same effect as the Swiss prohibition.

The Swiss laws are very particular in regard to precautions against accidents, and it is interesting to note that a report made by the government inspectors in 1906 shows that cotton manufacturing is the safest industry in Switzerland, for, with the largest number of establishments and much the largest number of operatives, it yet furnished less than 1 per cent of the accidents. The percentage of accidents in the various industries according to the report was as follows:

Industries.	Per cent.
Metals and machines.....	29.20
Woodworking	15.77
Cement, bricks.....	14.98
Food, stimulants.....	14.96
Clocks, jewelry.....	10.45
Chemical industry.....	8.69
Paper making.....	3.44
Work in brass, etc.....	1.54
Textile industry.....	.97
Total.....	100.00

A government report in 1902 (the latest) gave the number of workers in the cotton manufacturing industry in Switzerland as 49,023, of which 8,392, or 17.1 per cent, were children from 14 to 18 years of age; 22,880, or 46.7 per cent, women, and 17,751, or 36.2 per cent men. The proportion of women and children tends to increase, due to the sharp world-competition making it imperative to keep down costs which are rising with higher price of materials and higher wage tariffs. Of the help brought in from Italy the majority are girls. The proportion of foreign help is becoming larger every year. Of the 49,023 workers in 1902, 44,886 were Swiss, 1,673 were Italians, 1,547 Germans, 874 Austrians, and 43 other nationalities. This 8.85 per cent of foreign operatives has since largely increased, and about an eighth of the hands are now from other countries. Italians are used throughout Switzerland for the cheaper jobs, such as road-making, etc., and since, as a rule, the wages are lower in Italy than in the other surrounding countries, most of the foreign operatives are Italians; but the in-

creasing demand for operatives in Italy itself will in time cut off this source of cheap labor. The Swiss are patient, industrious workers, and however small their wages they always contrive to have an account at the savings bank. In the country their diet seems to be coffee, bread and potatoes three times a day, with meat and wine on Sundays.

Formerly there was a great deal of handloom weaving in Switzerland, but this is now a thing of the past. In the embroidery business around St. Gall there is quite a large house industry, but even there the hand-embroidery machines are being displaced by machines operated by electricity furnished by lines from the power companies. Hand looms are now to be met with only in isolated homes.

The largest cotton manufacturing company in Switzerland has its office in Zurich, but the mill is located at the small village of Windisch, some 20 miles north of Zurich. This mill has 179,520 spindles, and just at present is doing a good business, but it is significant of the fight of Swiss manufacturers against adverse conditions that in 1900 this mill had 246,692 spindles, and that as spinning frames have worn out they have not been replaced.

Wages and Housing Operatives.

The hours of labor in this mill are eleven per day (with nine on Saturday), viz., from 6 to 12, and 1:30 to 6:30. When overtime is imperative a permit of the local authorities has to be obtained, and the operatives are paid one-third extra. There is never any night work, as that is forbidden by law. The average daily wages paid by this mill, as furnished me from the books, are as follows:

Operatives.	Wages.
Weavers	\$1.06
Picker hands .....	.74
On cards .....	.58
On draw frames.....	.62
On combers .....	.62
On fly frames.....	.62
Mule spinners .....	.85
Ring spinners .....	.55
Twisters .....	.51
On gassing frames .....	.64
On reels .....	.55
Outside laborers .....	.77
Wood workers .....	.97
Iron workers	1.06

On account of the scarcity of Swiss workers, this mill, in common with most others, has had to employ Italian help. They now have 125 Italian girls, and for lodging them the mill has built a special home, which cost \$24,125. The girls are lodged in large rooms, each accommodating a dozen or more, and there are bathrooms, a sick room and a large garden attached. The home is looked after by six Catholic nuns, who are paid by the firm. Each girl pays 90 centimes (17.4 cents) a day for food, lodging, light, etc. The mills, as a rule, have little trouble in getting help from Italy, and very often a mill simply notifies the local priest of the number of new hands needed, and he notifies his fellow-clergyman in Italy, who informs his flock and the required number is shortly on hand.

Besides the special large tenement house for Italian girls, this firm has about 100 dwelling houses, each composed of one living room, two or three small rooms, kitchen and cellar, with 3,240 square feet of land for gardening. The rent varies according

to location, size of rooms, etc., from \$15 to \$35 a year. The manager stated that in the neighboring villages the usual rents for similar dwellings are \$48 to \$58. The mill furnishes operatives with pure milk at 3 2-3 cents a quart, the outside price being 4.3 cents. The firm is now building a house where bathrooms, kitchen for cooking and warming up, reading-room, and dining-room will be provided for the use of the operatives. There are now two kindergartens managed by the firm, for which the workpeople pay 4 cents per baby per month. The operatives have their own society for cases of sickness, and they also have a co-operative store where they buy provisions, and from which they receive at the end of the year a dividend of all profits made above cost and expenses, which usually runs about 15 per cent a year.

SHIPPING RINGS.

The sub-commission appointed by the British Royal Commission on Shipping Rings recently made a report on the result of its evidence taken in South Africa. The sub-commission explained that they were not instructed to comment on the evidence, but the following are some extracts from their report:

"So long as the Conference lines are free from any sort of control they have it in their power to disturb the whole railway policy of the South African colonies. It has had the further effect of making some persons, who have hitherto been opponents of the system of deferred rebates, alive to the possibility that the present railway policy of the South African colonies may be incompatible with the establishment of an open and uncontrolled freight market. As regards the effect of the conference system on the import trade there appears to be great dissatisfaction on the following grounds: Inferences from the lower rates now accorded to governments and in times past, if not now, to municipalities and large companies; comparison with the rates from the United States of America, which are 500 or 600 miles farther away than ports in the United Kingdom; comparison with rates from the United Kingdom to India and Australia; comparison of conference rates with charter rates and with offers which have been made by other shipping companies to carry at an all-round rate either for governments or merchants or for both; comparison of conference rates with those charged during the rate war by other lines.

"It was contended by some of our witnesses that, although the great disparity between the rates from the United Kingdom and those from the United States of America which existed during the rate war with the Prince Line no longer exists, the rates are still on the whole favorable to the United States of America. In this connection attention was drawn to the fact that at the present time and for some time past there has been practically no return cargo to the United States of America."

In a special report to the budget committee of the Austrian Reichsrath some particulars are given of the subventions paid to the Austrian Lloyd Steamship Company. The total requirements of the company for 1902 for the Mediterranean and oversea services, including the advance for building, reach 10,282,500 kroners (\$2,755,710).

Home News.

James H. Budd, former Governor of California, died at Stockton, Cal., on July 30, aged 57 years.

Three foreign mine experts are coming to the United States to aid the Government in its investigation of mine disasters.

Eight persons were killed and a large number prostrated by heat at Chicago, Ill., on July 30. The mercury rose to 86.6 degrees.

The total immigration to the United States during June was only 31,947, which is a decrease of 122,787 from the record of the previous June.

A plan for the adding of Esperanto to the curriculum of the public schools was recently laid before the District of Columbia Board of Education.

The Illinois Central Railroad has announced that it will allow the sale of no intoxicating liquors on any of its trains south of the Ohio River.

Adlai E. Stevenson, former Vice-President of the United States, has announced his candidacy for Governor of Illinois on the Democratic ticket.

It is reported that Japan is desirous of strengthening the relations between that country and Chile, and for that purpose will establish a legation at Santiago.

A Boston company announces that it will be carrying passengers and freight between that city and New York by dirigible balloons within eighteen months.

Thirteen Japanese coolies slipped across the international border near Blaine, Wash., on July 26, and eleven are now at liberty on the American side, making their way southward.

Drinking, even out of one's flask, in passenger trains in Louisiana constitutes a misdemeanor punishable by a fine or imprisonment, or both, according to a new State law which went into effect on July 20.

Thomas L. Hisgen and John Temple Graves were nominated for President and Vice-President, respectively, by the National convention of the Independence party at Chicago, Ill., on July 28.

A movement is now on foot to root out the Hindoos now at Vancouver, B. C., and transplant them to the Hawaiian Islands. If the plan meets with success, scores and perhaps hundreds of Hindoos will be shipped south within the next two months.

The Denver and Rio Grande Railroad Company, the Rio Grande Western Railway Company and all subsidiary companies in Colorado and Utah except the Rio Grande Southern have been merged into one corporation to be known as the Denver and Rio Grande Railway Company.

According to figures just issued by the Department of Commerce and Labor, 960 Japanese entered the country during June, as compared with 2224 arriving from Japan in June, 1907. This is a decrease of 1264. There was a slight increase in immigration from China, 120 coming from that country, or more than in June, 1907.

Judge Sheer of the United States court at Mount Airy, Ga., on July 25 granted a preliminary injunction restraining the Atlantic Coast line and other railroad companies from putting into effect the increased rates on shipments of staple products from Western to Southern points, which the railroads have given notice will take effect on August 1.



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Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Alurg, C.	Kristoffersen, Geo.
Allbright, E.	Kummerlowe, O.
Andreasen, Johan	Larsen, F.-1098
Andersen, A. E.	Lantz, L.
Anderson, A. P.	Larsen, Herman
Anderson, J.-1514	Larsen, M.-1159
Anderson, Albert	Leislman, James
Andresen, O. L.	Lektonen, W.
Afss, P.	Lindburg, John
Atkinson, S.	Lind, H. E.
Bateman, S. J.-1207	Lindroos, Chas.
Baardsen, E. M.	Lichtenberg, Max
Baarsen, Carl	Lohne, Evan
Bertelsen, Alf.	Lowe, M.
Berg, H. M.	Leversen, Olaf
Bernsen, Carl Theo.	Locke, H.
Berggren, Gustaf	Lubeck, R. A.
Benson, John	Magers, P. M.
Bianca, F.	Martinsen, Christ.
Birkelund, R.	Martin, Geo.
Blomquist, B.	McAdam, J.
Blomqvist, H.	McKerron, W.
Bowling, Thos.	McCallick, W.
Brander, W.	Mikkelsen, Jas.
Borgan, J.	Mikkelsen, Krist.
Bradln, J.	Mitteltut, E.
Brand, P.	Morris, O. R.
Burke, James	Myren, A.
Buckman, F.	Nass, Karl
Campbell, Albert	Nielsen, W.
Case, H. P.	Nielsen, N.
Carlsen, Harry	Noshls, P.
Christoffersen, John	Nordenberg, J.
Clark, S. D.	Nierse, U. S.
Clingberger, John	Olsen, W.
Coffman, M.	Olsen, H.-959
Corl, V.	Olsen, Johan
Colby, E. E.	Olsen, Otto
Curran, N.	Olsen, O. B.
Devenna, Dan	Owens, J. H.
Derrick, Geo.	Palm, W.
Dowling, S. G.	Petersen, Olavus
Drager, Otto	Petersen, Eric
Edwards, E. M.-149	Pel, J. Van
Ellasen, H. I.	Penningrud, L.
Erkson, P.	Petersen, Melr
Eskelsen, N. P.	Peterson, Oscar
Eskola, H.	Persson, H.-1230
Evensen, E.	Pederson, K.-980
Everken, Olaf	Pietard, F.
Fargusen, Jullus	Pietanza, A.
Farley, Geo.	Polge, L.
Fabeck, L.	Purnhagen, L.
Fitzgerald, H.	Rasmussen, F.
Ford, O. A.	Romnell, A.
Gabrielson, G.	Rogeness, A.
Gronlund, O.	Saari, K. G.
Grunhock, J.	Scarahosla, M.
Gumwho, E.	Schultz, E.-1842
Gulliver, W. H.	Scott, Alf.
Gudmundsen, J.	Scott, E. G.
Gunnarson, Geo.	Sivertsen, S. B.
Hansen, J. M.	Smevlg, J. J.
Haakonsen, H.	Southerland, A.
Hansen, O. Th.	Sorensen, W.
Hansen, Mike	Soriano, A.
Hlxon, J. W.	Soderlund, J. O.
Hjelkrem, T.	Sorensen, Hans
Holgaard, T. S.	Stein, Albert
Hagan, eBn	Steen, Ivar
Iversen, I.	Stuhr, H. M.
Ingebretsen, C.-69	Swanson, G. F.
Jack, P.	Svenkerud, H. J.
Jacobson, H. J.	Sweeney, S. B.
Jacobson, Ed.	Svensson, B.
Jakobson, O.	Sufferson, Knut.
Jordt, P.	Thorne, G.
Johnson, C. T.	Thomason, K.
Johanson, J. W.	Thomason, S.
Johnson, Gunder	Thompson, C.-720
Johanson, Carsten	Torgusen, A. T.
Johnson, Alf.	Turmlnen, Alf.
Kahlbetzer, F.	Udby, H. L.
Karlson, K. A.-551	Wallace, Alex
Ketala, H.	Westad, Johan
Kelly, R.	Whitby, Albert
Kjelgren, J. A.	Wemmer, Geo.
Knudsen, R.	Wirtanen, C.
Kristoffersen, Emil	Yerna, F.

Pt. Townsend Letter List.

Port Townsend List	Moller, Andrew
Christensen, -583	Mobery, Alfred
Dietrich, Carl	Monder, Carl
Ehmke, W.	Nilsen, Meder V.
Grave, -809	Phorspect, Mr.
Healy, James	Williams, Chas.
Karmen, Lars	Wissig, Paul B.

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Frederik Ose, a native of Aalsund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

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McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
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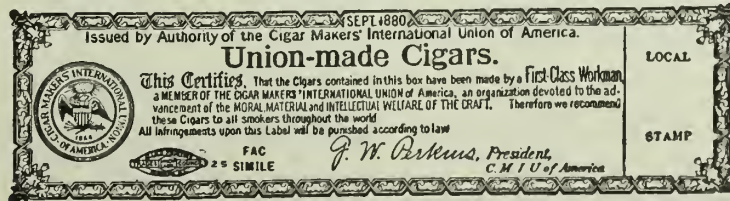
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**INFORMATION WANTED.**

Ernst Sawitzka, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.

Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.

Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.

Ole J. Andersen, or Danielsen, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.

Theodore Hansen, a native of Ger-
many, last heard of two years ago at
San Francisco, is inquired for. Ad-
dress, Coast Seamen's Journal.

George R. O'Connor, who arrived at
San Francisco in January, 1908, on the
steamer Olson & Mahony, is inquired
for. Address, Coast Seamen's Journal.

Labor News.

Four earloads of strike-breakers
were placed in mines in the Birming-
ham (Ala.) district on July 29 under
military escort.

Examinations under the new Child
Labor law of the District of Columbia
showed that apparently city girls were
healthier than city boys.

John Mitchell, on August 1, as-
sumed charge of the Joint Trade
Agreement department of the Na-
tional Civic Federation, with head-
quarters in New York.

A resolution was adopted by the
Federation of American Zionists, in
session in Atlantic City, N. J., on July
14, requesting the labor organizations
of the country to indorse Zionism.

Twenty-five hundred children's
jacket makers at New York, who went
on a strike six weeks ago because of
a reduction in wages, have won their
fight in all but a few shops and re-
turned to work at the former pay.

All danger of a strike among the
coal miners of the Northwest appears
to be averted by an agreement con-
cluded between the operators and the
men. The eight-hour day will be pre-
served and other concessions have
been made by the employers.

The employees of the Canadian Pa-
cific Railroad on all parts of the sys-
tem do not favor the majority report
of the conciliation board, which re-
cently dealt with the wage and hour
schedule. The men are unanimously
in favor of an immediate strike. Ten
thousand men are affected.

The Western Federation of Miners
completed its convention work on
July 29 by selecting Denver as its
headquarters for the ensuing year and
also as the place for the next conven-
tion. Charles H. Moyer and Ernest
Mills were re-elected President and
Secretary-Treasurer, respectively.

The convention of the Western Fe-
deration of Miners at Denver, Colo.,
on July 22, officially repudiated the
Industrial Workers of the World by
adopting an amendment to the con-
stitution striking out the words "Min-
ing Department of the Industrial
Workers of the World," and inserting
in lieu thereof "Western Federation
of Miners."

The shopmen of the Canadian Pa-
cific Railroad in Western Canada are
dissatisfied with the recent findings of
the conciliation board that investi-
gated the matters in dispute between
the company and the men, and have
consulted with officials of the Amer-
ican Federation of Labor, with a view
to securing assistance in the event of
a struggle. Ten thousand men are
affected.

The Federal Grand Jury at Hono-
lulu, T. H., which has just completed
an investigation of the Government
work on the leper island of Molokai,
has discovered that all the employees
engaged in this work are aliens and
that they pay 20 per cent of their
wages to persons who procure them
their situations. The report of the
jury urges that American citizens be
employed on all Federal and public
works.

Federal Judge Hanford at Seattle,
Wash., on July 25 granted an injunc-
tion restraining the Puget Sound
Council of Longshoremen and the
Pacific Coast Federation of Long-
shoremen from interfering with the
work of the Alaska Steamship Com-
pany and the Alaska Pacific Steam-
ship Company, on the grounds that
the strikers were affecting commerce
between the States in violation of the
Sherman Anti-Trust law.

San Francisco Letter List.

Anderson, -1524	Kithelsen, Peter
Anderson, Axel L.	Iang, Charles
Brandt, Fred -945	Iarsen, Herman
Bateman, -1204	Lundquist, A.
Clasen, Hans	Pedersen, Christian
Enksen, Emanuel	Pedersen, P. G.
Ferruris, J.	Paulsen, Jens
Fritz, Frank	Roosen, F. E.
Haggstrom, K. H.	Schmidt, Alfred
Holm, -1444	Steind, L.
Hernickson, -821	Vejoda, Frank
Johansen, Hans	Zimmermann, Fritz
Johnson, John	

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INFORMATION WANTED.

Terkel Olsen, a native of Treungen, Norway, aged 56, is inquired for by his brother. Address Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

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dozen pipe cleaners
free with
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This is one of
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We guarantee every
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Board of Directors.

N. Ohlandt, Daniel Meyer, Emil Rohte, Ign. Steinhart, I. N. Walter, J. W. Van Bergen, F. Tillmann, Jr., E. T. Kruse and W. S. Goodfellow.

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advertisers, always mention the Coast
Seamen's Journal.

World's Workers.

The New South Wales Railway Commissioners propose to provide protection for tramdrivers on the existing cars.

The South Australian Government has acquired 2500 acres of land in the South Maitland District, N. S. W., for coal mining purposes.

The Queensland (Australia) Operative Bakers' Society has fallen into line with the southern unions, and is going to strive for the abolition of night work in the trade.

As a result of the Postal Department being managed in a capitalistic fashion, the Melbourne (Australia) Postal Employees' Association, in the interests of its members has registered under the Federal Arbitration Act.

Having secured coal mines of its own in New South Wales, the South Australian Government is thinking of further extending its business by establishing a State flour mill, in order to protect its people from being robbed by a millers' ring.

The Lincoln (Neb.) Typographical Union, at its meeting on August 2 voted to make William J. Bryan an honorary member. Governor Sheldon, who is a Republican and friendly to organized labor, was also made an honorary member.

Brisbane (Australia) Warehousemen's Assistants, under the chairmanship of Mr. M. McCabe, held a meeting in the Trades Hall recently. After labor leader Bowman and others had addressed those present, another new union was formed.

To prevent the furniture and laundry trades in Melbourne, Australia, falling into the hands of Chinese, the Victorian Government intends in the next session of Parliament to amend the Factories Act in the direction of restricting cheap Chinese labor.

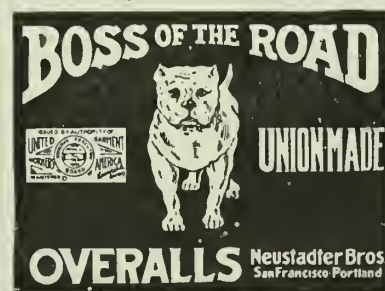
Some of the Brisbane (Australia) coal lumpers and lightermen met in the Trades Hall recently and took the initial step for the formation of a union. A committee was appointed to draft rules, which are to be submitted for approval at another meeting later on.

The conference which took place recently between representatives of the Trolley and Draymen's (teamsters) Union and the Master Carriers' Association at Brisbane, Australia, was anything but satisfactory. The bosses, while admitting the justice of the men's claims, refused to concede them.

At the last meeting of the Brisbane (Australia) Eight-Hour Union the president's action in repudiating, on behalf of the union, disrespectful and unauthorized letters written by the secretary to the mayors of North and South Brisbane, was indorsed. The secretary expressed regret and apologized.

The Kidston Government continues to pour State-aided immigrants into Queensland despite the fact that there is very little work available in Bundaberg and district, and the hundreds of cane-cutters who are camped on the outskirts of that town are having a bad time. The police have given out ration tickets to applicants.

The Public Prosecutor of Paris, France, on July 31, issued a number of warrants against the leaders of the revolutionary labor party—three of whom—Boasquet, Yvetot and Merheim—were arrested on their way to a midnight meeting of the Central Committee of the Central Labor Confederation.

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8 Hours for Rest
8 Hours for What You Please**

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"How so?"

"Because he's easily rattled."—New York Telegram.

Tantalus in Petticoats.—Stella—"A dreadful experience, you say?"

Bella—"Yes; I saw a bargain in shoes when I had a hole in my stocking."—New York Sun.

Husbands to Board.—"Three of my girls are in love."

"What are you going to do about it?"

"Order a longer dining-room table, I guess."—Kansas City Journal.

Wise Child. — "Johnny," said his mother, "you have outgrown your shoes."

"What I'd like to hear you say, mamma," replied Johnny, "is that I have outgrown your slippers."—Chicago News.

An Old Grudge.—"Lady," said Meandering Mike, "I don't blame dat dog of yours for tryin' to bite me."

"Why not?"

"Because it shows his intelligence. De last time I came dis way I handed him a piece of pie you gave me."—Washington Star.

Curtailed Ambitions.—"When I was a boy," said a gray-haired physician, who happened to be in a reminiscent mood, "I wanted to be a soldier, but my parents persuaded me to study medicine."

"Oh, well," rejoined the sympathetic druggist, "such is life. 'Many a man with wholesale aspirations has to content himself with a retail business.'"—Exchange.

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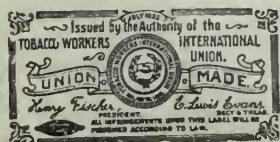
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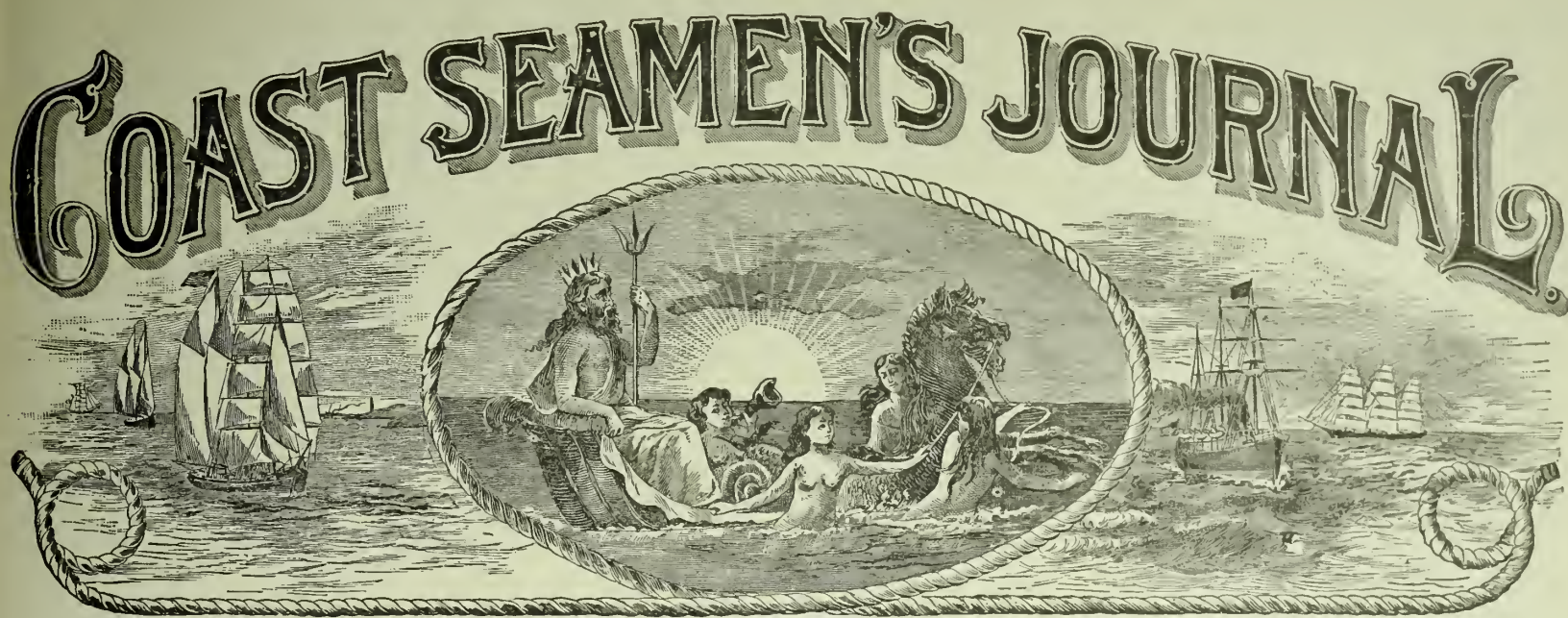
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LEAVENWORTH

STREET, S. F.



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 47.

SAN FRANCISCO, WEDNESDAY, AUGUST 12, 1908.

Whole No. 1077.

GOMPERS ON THE PARTY PLANKS.

SAMUEL GOMPERS, President of the American Federation of Labor, has published a statement in the current issue of the *American Federationist*, setting forth the position assumed by himself and other officials of the Federation in the matter of securing the insertion of certain labor planks in the respective political platforms. President Gompers' views are of the greater importance because of the very general attempt on the part of the Republican and other anti-labor papers to create distrust of that official's methods and motives. In his formal announcement President Gompers makes quite clear the fact that the action of the Executive Council of the American Federation of Labor, in submitting the proposals of organized labor to the respective party conventions, was not in any sense political action, but merely a step in keeping with the well-established rule of the labor movement in the furtherance of its legislative aims. Such political significance as may rightly be attached to the proceeding arises solely from the fact that one of the political parties has seen fit to ignore the requests of organized labor, thus evidencing a disposition to "do politics" by an appeal to the enemies of labor. Of course, Mr. Gompers denies the alleged "bargain to deliver the labor vote," and exposes the transparent humbug of that allegation. The statement is herewith reproduced in full, as follows:

Recently the two great political parties of the country have held their conventions, set forth their respective platforms, nominated their candidates for President, and appealed to the voters for support. The President and members of the Executive Council of the American Federation of Labor attended both the Republican and Democratic conventions for the purpose of presenting labor's demands and asking their incorporation in the platforms in a manner which should clearly affirm the position of the workers, especially in relation to the abuse of the injunction and the right to organize and carry on the legitimate business of organization without being classed as trusts under the Supreme Court interpretation of the Sherman Anti-Trust law.

These, because they deal with fundamental principles of right, freedom and justice, are the two most important issues raised on the part of labor. We shall, in this editorial, discuss chiefly the recognition—or lack of it—which was accorded the official representatives of labor at the hands of the two great political conventions and the moral which is obvious in each case. We shall set forth what we asked and what reply we received in each instance. We shall endeavor to make it clear to all upon what issues the present campaign is to be fought and our reasons for urging the support of the party which incorporated in its platform labor's rights and grievances.

We now know at first hand the exact attitude of the two great parties and what treatment to expect at their hands.

To state the case briefly, the national convention of the Republican party, at Chicago, refused to incorporate the demands of labor in its platform, and instead inserted a plank on injunctions which indorses the existing abuse of the injunction as applied to labor disputes.

The Democratic convention, at Denver, on the other hand, made Labor's demands a part of its platform.

This much doubtless is familiar to all our readers through the reports furnished by the daily press, but we desire here to render an exact account of the proceedings in each case in order that there may be no misunderstanding or misrepresentation of the fundamental issues upon which labor is waging the campaign this year.

Planks Proposed to Republicans.

"The Republican party is in accord with the great emancipator, Abraham Lincoln, when he declared that 'labor is prior to and independent of capital. Capital is only the fruit of labor and could never have existed if labor had not first existed. Labor is the superior of capital and deserves much more consideration.' Through his wise and humane policy the shackles were stricken from the limbs of four million chattel slaves. The Republican party has been the staunch defender of property and property rights, yet holds and declares that personal rights and human liberty are and must of necessity be entitled to the first and highest consideration. Recognizing the new conditions arising from our marvelous industrial development, our people and our nation realize the fact that the wheels of industry and commerce of our time require that new law and new concepts of law must be enacted to conform to modern industry and commerce and advance freedom in line therewith.

"We therefore pledge the Republican party to the enactment of a law by Congress, guaranteeing to the wage-earners, agriculturists, and horticulturists of our country, the right of organized effort to the end that such associations or their members shall not be regarded as illegal combinations in restraint of trade.

"We pledge ourselves to the enactment of a law to prohibit the issuance of injunctions in cases arising out of labor disputes, when such injunctions would not apply when no labor disputes existed; and, that in no case shall an injunction be issued when there exists a remedy by the ordinary process of law, and which Act shall provide that in the procedure for the punishment of contempt of court, the party cited for contempt shall, when such contempt was not committed in the presence of the court, be entitled to a trial by jury.

"We pledge the Republican party to the enactment of an amendment extending the existing Eight-Hour law to all Government employes, and to all workers, whether employed by contractors or subcontractors doing work for or on behalf of the Federal Government.

"We pledge the Republican party to the enactment of a law by Congress, as far as the Federal jurisdiction extends, for a general Employers' Liability Act for injury to body or loss of life of employes.

"We pledge the Republican party to the enactment of a law to the extent of Federal jurisdic-

tion granting Women's Suffrage, and to submit a Constitutional amendment for ratification to the States for the absolute suffrage of women co-equal with men.

"We pledge the Republican party to the enactment of a law creating a Department of Labor, separate from any existing department, with a Secretary at its head having a seat in the President's cabinet.

"We pledge the Republican party to the enactment of a law for the creation of a Federal Bureau of Mines and Mining, preferably under the proposed Department of Labor, and the appropriation of sufficient funds to thoroughly investigate the cause of mine disasters, so that laws and regulations may be recommended and enacted which will prevent the terrible maiming and loss of life in the mines.

"We pledge the Republican party to the enactment of a law for the establishment of United States Government Postal Savings Banks."

The platform committee after listening to the arguments of Labor's representatives reported and the Republican convention adopted the following:

Injunction Plank Adopted by Republicans.

"The Republican party will uphold at all times the authority and integrity of the courts, State and Federal, and will ever insist that their powers to enforce their process and to protect life, liberty, and property shall be preserved inviolate. We believe, however, that the rules of procedure in the Federal courts with respect to the issuance of the writ of injunction should be more accurately defined by statute, and that no injunction, or temporary restraining order should be issued without notice, except where irreparable injury would result from delay, in which case a speedy hearing thereafter should be granted."

At a glance, the plank adopted will be seen to be a flimsy, tricky evasion of the issue. It is an indorsement of the very abuse against which labor justly protests, and would, if enacted by Congress, give statutory authority for the issuance of injunctions in labor disputes, an authority which does not now exist. It is a pro-injunction, not an anti-injunction declaration. It is worse than "meaningless and evasive," as the capitalist-corporation press has designated it. It would make more acute the wrongs by which the toilers are forced to bear the unjust, judicial burden of injunction discrimination.

That part of the plank declaring that the Republican party will uphold the authority and integrity of the courts is a gratuitous, indefensible and covert insult, not only to the men of labor, but to the courts themselves. It implies that the integrity and legal authority of the courts have been questioned. It was adopted to appease the corporation magnates and corporation lawyers who demanded that the Republican convention adopt such a declaration. The same sort of influences which demanded the incorporation of this declaration in regard to the courts, fashioned the declarations and attitude of the chambers of commerce and boards of trade of New York and elsewhere during the revolution for American independence when they assured King George of their loyalty to the British crown and their unalterable opposition to American independence.

It were better that the Republican convention had entirely ignored the question than to have attempted to foist such a plank upon the people.

The framers of this plank of the platform evidently were not in accord with the declaration of Lincoln which Labor submitted for adoption that, "labor is prior to and independent of capital. Capital is only the fruit of labor and could never have existed if labor had not first existed. Labor is the superior of capital and deserves much more consideration." Indeed, the convention disregarded the martyred Lincoln's warning that "you can fool some of the people all the time, all of the people sometimes, but you can not fool all the people all the time."

Labor contends that there is no law authorizing or warranting the issuance of these extraordinary injunctions which are applied in labor disputes.

The toilers demand that they be regarded upon an equality before the law with all other citizens.

The decision of the Supreme Court in the Danbury Hatters' case declared the labor organizations trusts, when as a matter of fact labor organizations are voluntary in character and formed for the purpose of protecting and advancing personal rights.

It is impossible to determine the rules and laws governing the labor of working people without affecting their personalities, their bodies, their minds, their very souls. Labor asked the Republican convention to, in essence, declare for the enactment of a law recognizing human rights and human freedom. It wholly failed to meet the requirements of an intolerable, unjust and un-American situation. No relief was either declared or promised.

Labor asked the Republican convention for bread, and it gave a stone.

The Van Cleaves and the Republican press in phrase and cartoon sneeringly told labor to, "Go to Denver." Well, we did; and we shall tell what happened there.

The Executive Council of the American Federation of Labor went to Denver at the time of the Democratic convention and submitted the following to the committee on platform, which, except for the preamble and change of party name, is identical with that submitted to the Republican convention. (See planks proposed to Republicans.)

The platform committee reported the following, which was adopted by the Democratic convention. It will be seen that it is substantially identical with Labor's principal demands:

Labor Planks Adopted by Democrats.

"The courts of justice are the bulwark of our liberties, and we yield to none in our purpose to maintain their dignity. Our party has given to the bench a long line of distinguished judges who have added to the respect and confidence in which this department must be jealously maintained. We resent the attempt of the Republican party to raise a false issue respecting the judiciary. It is an unjust reflection upon a great body of our citizens to assume that they lack respect for the courts.

"It is the function of the courts to interpret the laws which the people create, and if the laws appear to work economic, social or political injustice, it is our duty to change them. The only basis upon which the integrity of our courts can stand is that of unswerving justice and protection of life, personal liberty and property. If judicial processes may be abused, we should guard them against abuse.

"Experience has proven the necessity of a modification of the present law relating to injunctions, and we reiterate the pledge of our national platforms of 1896 and 1904 in favor of the measure which passed the United States Senate in 1896, but which a Republican Congress has ever since refused to enact, relating to contempt in Federal courts and providing for trial by jury in case of indirect contempt.

"Questions of judicial practice have arisen, especially in connection with industrial disputes. We deem that the parties to all judicial proceedings should be treated with rigid impartiality, and that injunctions should not be issued in any cases in which injunctions would not issue if no industrial disputes were involved.

"The expanding organization of industry makes it essential that there should be no abridgment of the right of wage-earners and producers to organize for the protection of wages and the improvement of labor conditions to the end that such labor organizations and their members should not be regarded as illegal combinations in restraint of trade.

"We favor the Eight-Hour day on all Government work.

"We pledge the Democratic party to the enactment of a law by Congress, as far as the Federal jurisdiction extends, for a general Employers' Liability Act covering injury to body or loss of life of employees.

"We pledge the Democratic party to the enactment of a law creating a Department of Labor, represented separately in the President's cabinet, which department shall include the subject of mines and mining."

We said in an interview with the newspapers directly after the Democratic convention:

"It is a gratification to find that the Democratic

party has declared in its platform for the things which my colleagues and I have labored for during many years.

"The abuses of which labor complains affect not only the workers but all the people. The rights and the reforms upon which we insist will benefit all the people as well.

"This anti-injunction plank, adopted by the Democratic convention, is good all the way through. It has the right ring in it. It is not merely a cold proposition. It is both thoughtful and practical and has the human feature of justice and freedom. It will cause a stir throughout the masses of workers. They will rise in sympathy to the Democratic party in the coming election.

"The particular features of this plank for which we have labored so hard are the rights of the workers to organize and the right of trial by jury for men accused of contempt. It is the affirmation of these two rights which will change the industrial future of this country. Failure to see this by the party in power will bring industrial harm. We feel that we have gained no more than we are entitled to. We have asked for nothing that savors of special privilege. We have asked to be regarded before the law only as other citizens are regarded.

"In seeking to bring about a change in the injunction laws as interpreted and used by our courts, we have had no desire to attack property rights. These must be safeguarded. But there are other rights that should be regarded above all—the rights of man.

"These planks in the Democratic platform will bring hope and comfort to the masses of the people of our country. And the masses are not unappreciative. This is a thing which the Republican party failed to see and which it may bitterly regret.

"The injustice done to workers by the abuse of the injunction is keenly felt, not only by the labor men throughout this country, but by all thinking people. It is a regret to me that the Republican party failed to see the wisdom of lining up with that sentiment.

"I worked hard in Chicago with the committee on resolutions of the Republican national convention, but they did not seem to understand what we wanted or appreciate the seriousness of the labor situation in this country. Perhaps they understood it, but if they did, they gave more concern to the dollar than to the man, human rights, and freedom. They failed us. They listened to the corporation interests which have kept labor from its rights for many years."

At the same time our colleague John Mitchell, second vice president of the American Federation of Labor, said:

"I think I may say that we are all satisfied with the Democratic anti-injunction plank. It is good—very good. It is particularly gratifying to us to have included in this plank the right of the workers to organize. That is what we have fought for so long, and that is what is now made a crime by the interpretation of the Sherman Anti-Trust law by the Supreme Court of the land.

"It is necessary that labor organizations should be considered legal in order that industrial tranquillity may obtain in this country. The jury trial for contempt cases is another feature with which we are extremely pleased."

Each member of the Executive Council at Denver in interviews with the press just following the Democratic convention gave expressions of gratification and approval in regard to the platform adopted.

We desire to repeat here that we believe that the whole mass of the workers of the country will respond in hearty sympathy with the Democratic party in the coming campaign as a result of its action in the labor planks of the platform. They will be of practical benefit to the workers.

We have no hesitation in urging the workers and our friends throughout the country to support the party in this campaign which has shown its sympathy with our wrongs and its desire to remedy them and to see that the rights of the people are restored.

We say this not necessarily because it is the Democratic party which has done this. We would urge the workers to support any party which had incorporated our demands into its platform and promised to work for their fulfillment.

A deliberate attempt is being made by the opposition press to make it appear that "Gompers has promised to deliver the labor vote to the Democratic party."

Such a statement is so absurd as to hardly need refutation. We recognize the absolute right of every citizen to cast his vote for any candidate and with any party that he pleases. Far be it from us to attempt to coerce the voters of the workers, nor are we so assinine as to promise to "deliver the labor vote."

But we do, in all seriousness, urge the workers and all good citizens to consider most carefully and thoughtfully the attitude of the two great political parties toward the fundamental rights and principles embodied in Labor's demands. Study their respective platforms, and then vote as conscience dictates.

On the one hand we have a Republican Congress absolutely refusing to enact the demands of the workers for right and equitable legislation and boasting that it is willing to take the consequences. Following this action of Congress we

have the convention of the Republican party scornful of Labor's demands and adopting a so-called "injunction" plank which is an insult to the intelligence of every voter in this land. A plank which declares for the continuance and perpetuation of the abuse of the injunction process in its arbitrary application to labor disputes.

The Republican party definitely lines up with the corporate interests of the country and defies the people to help themselves. On the other hand, the Democratic party indorses Labor's demands and pledges itself to carry them into effect if it is put into power.

We earnestly ask the workers and their friends to make the choice which is in accordance with their best interests. We ask them to remember their moral obligation to cast their votes for those who will protect and defend their rights. If they fail to do so, they will have to reckon with even a worse condition of affairs than now obtains.

We feel that we need not do more than state the facts above outlined. The workers and their friends have had experience in the past year of what the party now in power can do and intends to do. The very feeling of outrage and indignation which prompted the decision of the workers to use their political power to protect themselves, will guide them as to how to cast their votes. They will elect their friends and defeat their enemies.

In connection with this we quote the action of the Glass Bottle Blowers' convention just held in Baltimore in indorsing the Democratic platform's labor planks and the very pointed and interesting resume of the present political situation by their President, Denis A. Hayes, who is also a member of the Executive Council of the American Federation of Labor.

President Hayes, in discussing the political situation, said:

"I am a Republican in politics and always have been, but I must confess that the general trend in labor circles is toward the Democratic party. Practically every glassblower is a Republican because he has been educated to believe that Protection insures him good wages. Now, however, the glassblowers have come to a realization that organization keeps their wages up and that Protection only presents the opportunity."

President Hayes declared that labor unions did not want the injunction law repealed, but that organized labor was fighting the abuse of the injunction. "And," he said, "no man can deny that the injunction law is abused." He characterized the anti-injunction plank in the Republican platform as a "straddle," and said that while the Republicans had not exactly handed labor a "lemon," the party had certainly handed out "lemonade."

"In my opinion," said Mr. Hayes, "the statement which President Gompers will send to every local labor union in the United States will contain a plain statement of facts, and the workingman will be left to draw his own conclusions."

"In the past," he said, "the labor vote has been divided between the two dominant parties, but the workingman of to-day is more intelligent and can think for himself. Therefore we believe that it is only necessary to lay the facts before him and feel content that he is fully able to judge wherein his best interests lie."

The Glass Bottle Blowers' Association of the United States and Canada adopted the following resolution:

"Resolved, That we deplore our inability to secure favorable consideration in the Chicago platform of the Republican party, and that we give our unqualified indorsement to the labor plank of the Democratic platform adopted at the Denver convention of that party and recommend the same to the favorable attention of all our members."

Many central labor bodies throughout the country are taking similar action. While, as we have distinctly stated, there is no effort being made by "Gompers to deliver the labor vote to the Democratic party," yet, even in the brief time which has elapsed since the two great party conventions, there is every indication that the workers throughout the country most heartily indorse the action of the officers of the American Federation of Labor in all that they have said and done in matters political.

While we do not wish in any way to interfere with each man's right to choose his own political affiliations, yet we say frankly that the worker who, in this campaign, supports the party or the candidate who has contemptuously and boastfully announced hostility to labor's interests—well, he will have to reckon with his own conscience and with his fellow-workmen.

The spontaneous, enthusiastic, and sympathetic support of the workers is due to the fact that the officers of the American Federation of Labor have in all their acts strictly adhered to the declared policy of the trade-union movement.

In accordance with the action of Labor's Protest Conference held last March:

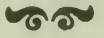
WE NOW CALL UPON THE WORKERS OF OUR COMMON COUNTRY TO STAND FAITHFULLY BY OUR FRIENDS, OPPOSE AND DEFEAT OUR ENEMIES, WHETHER THEY BE CANDIDATES FOR PRESIDENT,

(Continued on Page 7.)



On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)



BOSTON-CUBA COMPANY.

This company has been organized with a charter from the State of Massachusetts. There is already a large trade between New England and Cuba which now has to go through the port of New York, and with a steamship service between Cuba and Boston direct the trade will be greatly increased.

There is no doubt as to the opportunity, even the necessity for such a service. For many years New York has been usurping business, and the Boston merchants have done their trading with the Cuban ports through New York lines.

A good service is promised from Boston with good steamers. A monthly service is guaranteed, and the schedule will be built up as the trade increases until a steamer is running once a week. Exports from the United States to Cuba have increased over 123 per cent since 1903 and imports over 61 per cent.

The total value of merchandise exported from the United States to Cuba in 1907 was over \$50,000,000, and the imports from Cuba to the United States during the same period was over \$92,000,000. The railways in Canada much prefer Boston to New York as a port of export for the West Indies business, and the Canadian transportation companies have taken up actively the question of diverting export trade from New York to the port of Boston.

There are also large shipments made continually from the Plant line from Halifax to Boston, which now have to be forwarded from this port to New York and thence to Cuba.

The management of the Plant line much prefer to trans-ship this freight at Boston, and thus save the extra haul to New York and the additional expenses attached thereto. The Boston & Cuba Steamship Company's office is in the Board of Trade building, and merchants who wish to enter into this Cuban trade will be furnished with all necessary information and reliable connections made for them if requested.

The Boston freight agents of the company are Patterson, Wylde & Co. The population of Cuba has more than doubled within the last few years, and important enterprises are increasing.

The Cuban Government has recently voted \$11,000,000 for public improvements in Havana. The Boston & Cuban Steamship Company's agent is A. J. Martinez, whose services are at the disposal of exporters.

In the exports from the United States the increase occurs mostly in cotton goods, boots and shoes, leather goods, carriages, bread-stuffs and various manufactured articles, all of which New England is in a position to supply.

The preferential tariff made in favor of the United States by the Cuban Government has also been the means of increasing the trade. —Boston Post.

The Grecian Chamber of Deputies has just voted a law by which, for the first time in modern Greece, women are admitted in the public service.

A COMBINATION SIGNAL.

The Berwick Flash Light Signal Company has issued the following description of a new combination signal, consisting of steam whistle and electric flash: Knowing your desire to take every precaution that will insure safety to boats of your company, we wish to call your attention to the Berwick Flash Light Signal which was approved by the Board of United States Steamboat Inspectors of Washington, D. C., at their last meeting, and highly recommended by the captains and pilots of this country.

Then as our system eliminates the danger of the pilot not understanding the signals at night, which is so often the case, we wish to call to your notice this new system, which not only whistles, but gives a brilliant flash of light, which is seen for the same duration of time as the whistle is sounded, thereby allowing the pilot to locate the position of the craft from which signal was given, and to see positively what signal was given, thereby avoiding mistakes which cause collisions.

We have lately equipped the tug Patchogue of the Long Island Railroad with our flash light signal, and it is giving excellent results, according to the report of captains along the East River. This being a new device, and something long needed, it may be of interest to you and your organization as a safeguard in many respects. I am also enclosing what pictures I have of the same, with part of circular letter describing its workings. It has been through Mr. Sanderson, the representative or business agent of the Harbor Boatmen's Union, in my sending you this letter, although I am a constant reader of your JOURNAL, being a member of the Patternmakers' League myself, and the inventor of the signal in question. So if this is worthy of any notice, do with it as you please.

Yours very truly,

F. C. BERWICK,

155 Bank St., New York City.

The light is so arranged on the brackets forward of the whistle and the wires brought into the pilot-house and connected to the switchbox, which has a lever that is attached to whistle-cord, so that when the pilot pulls the cord it throws the switch and makes the connection. The light appears at the same time the whistle is sounded and disappears at the same time the whistle stops sounding.

There are seventeen industrial schools in Chile under the direction of La Sociedad de Fomento Fabril, with a total attendance of 3,195 pupils. Seven of the schools are located in the capital. They cover all lines of industry and are important factors in the progress of the country. The Chilean Government contributes liberally for this work.

Two wireless telegraph stations have been established in the vicinity of Vancouver, B. C. One station is situated at North Vancouver just across Burrard Inlet. The other is at Point Gray, a peninsula, 7 or 8 miles distant. These stations promise to be of great service to the coastwise trade between Vancouver, Puget Sound ports, and Alaska.

HARBOR OF MONTREAL.

Montreal possesses a dock frontage of ten miles, to which cars of all railways coming to the city—and all trunk railways in Canada connect directly with its harbor—have equal access, the rails being so laid that freight can be delivered from cars at ship's side and into sheds direct from the ship's hold, and vice versa. It is situated at the head of Canadian ocean and St. Lawrence navigation, 1,000 miles inland from the sea, and at the entrance of the Canadian system of canals, which connect with the Great Lakes by a 14 to 22 foot waterway that extends to the head of Lake Superior.

A 30-foot channel brings the ocean navigation to Montreal docks. There are no tidal fluctuations in the harbor, and in the central basin is still water. Twenty-seven per cent of the total commerce of Canada comes and goes via the St. Lawrence and Montreal. The tonnage of the largest ocean vessels coming to Montreal has more than doubled in ten years.

The depth of the St. Lawrence between Montreal and Quebec—originally ten feet—has been increased by dredging to thirty feet, at a cost of \$10,000,000. Nine powerful dredges were in operation last summer, and it is expected that the channel will be dredged by the Canadian Government to a depth of thirty-four feet. The harbor of Montreal is closed during a winter season of five months, during which the business goes to other ports, a large share to Boston, some to Portland, Halifax, and St. John, New Brunswick.

CREW DEMAND WAGES.

Third Engineer Neal Akman, of the steamer Goldsboro, which was seized recently in Puerto Cortez by the United States Government, arrived at Mobile, Ala., recently and left immediately for New York City.

He goes East to endeavor to collect wages for the officers and sailors who were on the steamer and to whom, it is claimed, is due \$3,000 or more. He will make his claim for wages for sixteen officers and men. Akman claims that the crew did not know the kind of vessel they were on or the nature of the cargo on board until they reached Tela, Honduras. The cargo was a valuable one, he says, and consisted of merchandise, as well as silverware and \$200,000 in cash belonging to the Baileys, the defaulters who were in Honduras.

The Baileys, he claims, spent considerable cash for real estate in the tropics, while considerable was given to friends at La Ceiba and Puerto Cortez. One of the Baileys, Akman says, made his escape, taking several thousand dollars with him.

We take an optimistic view of the situation, and predict that in about two or three months, if the members will only give the efficient aid to their officers, business will have so improved, so as to remove the cause of further trouble in the Gulf.

Demand the union label on all products.

Domestic and Naval.

The United States Quarantine Service at Philadelphia has been ordered to work 24 hours a day, thus removing delay in the docking of steamships.

The steamer Premier was burned to the water's edge at Warner's Landing, Lake Winnipeg, on August 6. Six passengers and two of the crew lost their lives.

The schooner Charles K. Schull, sailing from Philadelphia, sank off Cape Lookout on August 2, the crew being rescued by the steamship Kansas City.

The ebbing of the tide of travel to Europe is shown by the marked falling off in the passenger lists, while a corresponding increase in westward travel is seen in the heavy lists of incoming liners.

While in midocean the White Star liner Cedric was stopped for nearly three hours on August 2 so that a surgical operation could be performed on Mrs. Thomas Trebell of New York, a cabin passenger.

The Gloucester fishing sloop Maggie and May was run down by the German schooner Freya sixty miles off Halifax harbor on August 8, and Captain Erick McCathoran and eight of his men perished.

Acting Secretary of the Navy Newberry has announced that of the bids submitted for colliers under the provisions of the Naval Appropriation Act at the last session of Congress none will be satisfactory, the figures excessive.

In connection with the proposed Norwegian and American steamship service, a suggestion to combine the Russian and Scandinavian services to America, absorb all those lines into a new company and build several new steamships is now under consideration.

The lockout of 8000 ship riveters which is in effect at the Vulcan Shipbuilding Yards at Stettin, Germany, threatens to spread throughout the country. It is the intention of the Iron Masters' Association to entirely close down all their works throughout the Empire.

The Bureau of Navigation reports that 101 sail and steam vessels, of 7178 gross tons were built in the United States during July. The largest steel steam vessel included in these figures is the Wyandotte, of 2095 gross tons, built at Ecorse, Mich., for the Michigan Alkali Company.

The report of the North German Lloyd Company, just issued, shows that the coal bill for 1907 was a little more than \$7,000,000. It is estimated that about 2,000,000 tons of coal were used. At Atlantic ports the company pays on an average about \$3.50 a ton, but it is more expensive at other ports.

The Clyde liner Mohawk, the largest passenger and freight steamship ever built for that company, was launched at Cramps' shipyard, Philadelphia, Pa., on July 28. The Mohawk is 400 feet long, 48 feet beam and registers 5,000 tons. She will accommodate 275 cabin and 60 steerage passengers.

Captain Olsen, of the Norwegian steamer Captain Bennett, at Philadelphia, from Jamaica, says that when north of Hatteras his vessel passed through oil flowing on the surface of the water covering an area of more than 100 miles, extending in all directions, apparently the cargo of an oil carrier which foundered within the petroleum area.

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I carry a full line of San Francisco goods for the seafaring people, having been established since 1886, and continually serving the seafaring. I am in position to know the class of goods you want. The San Francisco Hickory Shirt at 50 cents.



UNION LABEL OF THE United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Whoever knows the whereabouts of Seaman Julius Friedrich Clausen, born at Flensburg, Germany, is requested to inform the German Consul, 51 Third street, San Francisco.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

Any person knowing the whereabouts of the relatives of James Flanagan, who was a member of the Atlantic Coast Marine Firemen's Union and who died in New Orleans, La., in the month of March, 1908, will please communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

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F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Erickson, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Erickson, Box 155, North Chicago, Ill.

Pacific Coast Marine.

The overdue ship Samoena, which had been on the overdue list at 15 per cent, is reported as having arrived. She was 150 days out from Wilmington for Tacoma, Wash.

T. A. Larsen was recorded at the San Francisco Custom-house on August 6 as master of the schooner Robert Henry, vice Jacob Olsen. The schooner Anastasia was enrolled on the same day with M. Mattison as master.

The ocean tug Hercules left Astoria, Or., on August 5 for San Diego towing a log raft. This is the third raft started south this summer. The raft contains 8,000,000 feet of piling, and the tug carried 100,000 feet of lumber and 50,000 shingles.

The following vessels were enrolled at the San Francisco Custom-house on August 3: Steamer Resolute, John Richardson master; schooner A. B. Johnson, Charles Johnson master; schooner A. Alonzo, John Herliehy master and owner.

Oscar L. Thompson was recorded at the San Francisco Custom-house on August 3 as master of the steamer Rustler, vice John Olsson. It was reported from Astoria, Or., that P. L. Abrahamson was recorded there as master of the schooner Alvena, vice C. Johnson.

The following vessels were enrolled at the Custom-house on August 4: Steamer Goliah, C. Randall, master; gasoline steamer Sonoma Valley, John F. Scheller, owner and master. The steamer Melville Dollar was placed under a new register with C. J. Fosen as master.

The steamer Olympia has been libeled in the United States Court at Tacoma, Wash., by the administrator of the estate of Joe Grealish for \$10,000. Joe Grealish was employed as an able-seaman on the steamer Olympia and was killed in Alaska November 27, 1907, while discharging cargo at Katalla.

Making the run from Eureka to the San Francisco bar in two days the four-masted steel bark Americana, Captain McVicker, has established a record for sailing craft coming to the latter port from near points along the Coast. The Americana negotiated the passage in almost steamship time, although previously she had not shown any unusual speed.

Marking the addition of San Francisco as a port of call on a line of steamers which heretofore plied between Japan and Portland, the freighter Arabia of the Portland and Asiatic Company, one of the Harriman holdings, arrived at the former port on August 1. She was forty-two days from Hongkong, thirty-four days from Moji and ten days from Honolulu.

Advices were received at San Francisco on August 7 that the ship Henry Failing, bound from Newcastle, Australia, with coal, was obliged to put into Sydney in a leaking condition. Soon after leaving Newcastle the ship's mainmast was sprung and the accident opened seams in the bottom of the vessel. She made all haste to put into Sydney for repairs.

The United States revenue-cutter Manning arrived at San Francisco on August 7 from the wreck of the German steamer Anubis, on San Miguel Island, Cal., bringing three Chilean seamen, members of the Anubis' crew, who are charged with mutiny. This is the second alleged case of mutiny that has occurred on the Anubis recently.

J. C. Erickson, of Seattle, Wash., has been notified by the Navy Department of the acceptance of his bid of \$1,625,000 for the construction of the Puget Sound drydock. Erickson was the lowest bidder, and was one of the only two contractors whose bids were within the appropriation of \$2,000,000 made by Congress for the dock.

The steamer Princess Ena at Victoria, B. C., on August 3, from Kyuquot with a full cargo of whale oil, brought news that the steam-whaler St. Lawrence took seventy whales in July, a record month's work. In all the St. Lawrence had taken 208 whales this season. A potlatch was held at Kyuquot on August 2 to celebrate the taking of the 200th whale.

The following changes of masters were recorded at the San Francisco Custom-house on August 7: Steamer Santa Rosa, E. Alexander, vice George H. Zeh; schooner Coquelle, Herman

Wetzel vice Roy A. Saubert; steamer Liberty, O. M. Olsson, vice E. A. Sandstrom; steamer Monticello, J. H. Cunningham, vice E. P. Hansen; steamer Blanco, C. C. Lightman vice James Rooke.

One of the oldest river steamship lines in the Northwest, the Oregon Railroad and Navigation Line, on Snake River, between Riparia, Wash., and Lewiston, Idaho, went out of commission on August 3. The fate of this line of river boats is the same as that of other lines where railroads have paralleled water routes. The traffic goes to the fastest carriers and nothing is left for steamers.

Mare Island Straits can be kept clear of silt to admit the largest warships for \$20,000 a year, according to the report of a special board of engineers appointed to suggest some method of improving the approaches to the Mare Island Navy Yard. The recommendations made are in favor of the employment of hydraulics in the Mare Island Straits. By this means it will be possible to provide an adequate depth in the channel to Mare Island so as to accommodate the largest of the ships of war. It was found by the board that the project of relief is feasible and can be maintained, once it is installed, at an expense of about \$20,000 a year.

Following is the reinsurance list, as posted at San Francisco on August 7: Bark Ester, 246 days from Amsterdam for Macassar, 65 per cent; bark Carned Llewellyn, 171 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 159 days from Port Talbot, 45 per cent; bark Good News, 202 days from Wilmington for Tacoma, 50 per cent; ship Aberfoyle, 164 days from Antwerp for Pelotas, Brazil, 8 per cent; bark Inverness, 150 days from Wallaroo for Queenstown, 8 per cent; ship Elisa, 144 days from San Francisco for Queenstown, 5 per cent; ship Edward Sewell, 124 days from Honolulu for Delaware Breakwater, 8 per cent; bark Olivia, 125 days from Kaipara for Hull, 8 per cent.

In the salvage suit of the cable ship Restorer against the Manchuria, Judge Dole, of Honolulu, T. H., has decided that each side should pay half the costs. Proctors for the cable-ship have asked leave to move an amendment to the decision that each side should pay its own costs. This Judge Dole refused. It is said that the costs incurred by the cableship have been much less than those incurred by the Manchuria, and that therefore the cableship will, under this decision, not only have to pay all the costs incurred by herself, but a part of those incurred by the Manchuria in defending the case, although, the Restorer having recovered a judgment is ostensibly the winning party in the suit.

Louis Garnier, a seaman on the schooner Defender, brought a libel against J. S. Hillingsen, the vessel's owner, in the United States District Court at San Francisco on August 3 to recover \$2,000 damages for alleged cruel treatment on a voyage from Honoipu, H. T., to San Francisco July 23. He alleges that while at the wheel he was struck on the mouth by a broom handle wielded by H. Smith, the second-mate. Then, while the first and second mates held him the latter pummeled him with his fists until he was a mass of bruises and lacerations. In conclusion, he was handcuffed with his arms behind his back and kept in that position for three and one-half hours.

United States District Judge De Haven in the United States District Court at San Francisco on August 7 denied a motion to dismiss the libel brought against the British steamer Braemount by Daniel McConnell, a seaman, who had brought suit to recover \$10,000 damages. Bonds were furnished in \$10,000 and the depositions of the master and other witnesses for the defense were taken before United States Commissioner Brown in order that the Braemount might sail, having already been delayed twenty-four hours. McConnell alleges that his right leg was broken in a storm off Cape Horn and that the master neither accorded him proper attention nor put in at South American ports where he might have received a surgeon's attention.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10)

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WEDNESDAY, AUGUST 12, 1908.

HANFORD ON UNIONISM.

The menace of the injunction in labor disputes has recently been emphasized in a manner at once startling, unexpected and authoritative. The circumstances of the case in point are described in the following press dispatch:

Seattle (Wash.), August 6.—In an oral opinion in the Federal Court to-day, Judge S. H. Hanford granted an injunction asked for by ship-owners and steamship companies against the various longshoremen's unions of the Pacific Coast. Judge Hanford restrained the Puget Sound Council of Longshoremen and the local union from interfering with strike-breakers in loading and unloading ships in Seattle. He said in part:

"UNIONISM AS IT EXISTS IN THIS COUNTRY ORIGINATED IN ENGLAND AND HAS IMPOVERISHED THE WORKING CLASSES OF THE EMPIRE AND PUT 200,000 PEOPLE IN THE ALMSHOUSES OF LONDON. THE SYSTEM IS INCOMPATIBLE WITH THE DECLARATION OF INDEPENDENCE AND THE LAWS OF THE UNITED STATES OF AMERICA, WHICH EXIST FOR THE PURPOSE OF GUARANTEEING THE WORKMAN THE RIGHT TO COME AND GO FROM THE EMPLOYMENT WITHOUT MOLESTATION."

The Court held that he had jurisdiction in a case where interstate traffic was affected and that the labor unions were responsible for the acts of violence committed.

The language of Judge Hanford touching the system of unionism confirms the widespread suspicion that the issuance of injunctions in labor disputes is calculated, not only by effect but by design, to destroy the institution of trade-unionism. This suspicion is expressed with constantly-increasing force of conviction, based upon a corresponding increase of evidence. But even the most pronounced opinion expressed in labor circles has stopped short of the position assumed by Judge Hanford; it has remained for the latter to afford proof of a charge which has heretofore been supported mainly by natural inference. The inference that the courts, in issuing injunctions the result of which is to deprive the organized workers of those rights upon which organized labor depends for its existence and efficiency, are actuated more or less consciously by a motive of hostility to the labor movement (i. e., to the system of unionism)—that inference is inescapable under the rule of cause and effect. Of all men, a judge

is surely entitled to be judged by that rule. Now comes Judge Hanford, who, with his own lips, makes practical acknowledgment of the motive underlying "Government by Injunction"!

Of course, it is needless to attempt a refutation of the views expressed by Judge Hanford concerning the system of unionism. It is sufficient to say that the Judge's statements are refuted by both the facts and the reasoning in the case—by the facts of progress in the conditions of the workers, and by the reasoning that "in unity is strength." It has been observed that some men are so much engrossed in the pursuit of selfish ends that they would deny the axioms of geometry if they thought that by so doing they could further these ends. Judge Hanford is apparently so much opposed to the system of unionism that he is led to deny the axioms of all history for the purpose of justifying that opposition. The important point in this connection is that, as between the axioms of history and the views of the court, the latter must first be reckoned with. Under the system of "Government by Injunction" the judge makes his own history and follows his own reasoning. If in the opinion of a judge the system of unionism "is incompatible with the Declaration of Independence and the laws of the United States of America," that settles unionism so far as the judge in question is concerned. It is the duty of a judge holding these views to suppress, stamp out and eradicate any system or institution the purposes or methods of which are at outs with the fundamental law of the land. Hence the injunction in labor disputes.

Assuming that Judge Hanford has been correctly quoted by the press, that jurist is entitled to credit for having made a frank avowal of his position, thus making clear a situation which heretofore has been subject to some doubt. The Injunction issue, as stated by Judge Hanford, is no longer a question of the methods of unionism but has become a question involving the very principle of unionism, the principle of the right of the workers to organize for self-protection, the principle that only by the system of unionism can the workers hope to maintain a decent existence. So stated, the settlement of the Injunction issue ought to be a comparatively simple matter.

Of course, there is nothing in the present political situation that need work the forfeiture by any member of organized labor of his right as a citizen to support that party which best meets his views. Equally of course, the members of organized labor are at liberty to accept nomination for office on any ticket. All this may be taken for granted. At the same time, we can not help thinking that those trade-unionists who may differ from the majority concerning the proper policy of labor in the present circumstances might well waive their rights so far as to refrain from running for office on the ticket of labor's avowed enemies. It is one thing for a trade-unionist to exercise his right to differ with other trade-unionists in political matters; it is quite another thing for such a trade-unionist to go bodily into the fight of the other side.

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LEWIS DENIES INTERVIEW.

One of the most familiar features of the present campaign is the attempt of the pro-Injunction press to discredit the position of organized labor by quoting this, that and the other "labor leader" as being opposed to "Gompers' bargain to deliver the labor vote." The obvious purpose of these tactics is to create the impression that the organized workers are divided on the question as to which party offers the largest measure of protection to their interests, which division is, if anything, accentuated by the "attempts of labor's self-styled leaders" to "deliver the labor vote." This scheme is a shrewd one, but it contains within itself the germs of its own defeat.

Of necessity, the individuals cited by the press in this connection are generally obscure and unknown, and probably in many instances mere figments of the imagination. Occasionally, however, the zeal of the interviewer has overcome his judgment to the extent of leading him to quote some man of standing and character in the labor movement. A mistake of this kind was made in the case of President Lewis, of the United Mine Workers of America. Several weeks ago the press quoted President Lewis as denouncing "Gompers' bargain" in language that implied a determination on the part of the miners to vote the other way on general principles. President Lewis has the reputation of being a big man in the labor movement, a reputation which, by the way, does not belie the gentleman's character and deserts. Great was the glee of the pro-Injunction press. The story of President Lewis' "indignant denial" was played up for all it was worth—and a good deal more. Alas for the short-lived effect of misrepresentation! President Lewis has denied the interview, and that through the medium of his own official publication. In the course of a statement published in the United Mine Workers' Journal, President Lewis says:

At the time of making that statement I was asked by my interviewers, in a way, to attack nearly every man I ever heard of, Mr. Gompers included, but I did not make any statement in which the name of Mr. Gompers was mentioned.

The truth, as presented by President Lewis himself, is that, so far from having denounced Mr. Gompers, the name of the latter was not even mentioned by President Lewis. Those who are familiar with the methods of the press interviewer will note in the statement of President Lewis a characteristic trick of that tribe. A leading question was asked and the alleged reply thereto printed in the terms of the question itself, notwithstanding the real language of the reply may have been of a directly opposite tenor. It begins to look as though the present political campaign will reveal new and heretofore undreamed of depths of newspaper degradation under the guise of "molding public opinion."

The names of John Mitchell and Denis Hayes, quoted by President Gompers in his article in the American Federationist (see page 1 of this issue), constitute a fairly good offset to the alleged "labor leaders" quoted by the pro-Injunction press in its attempt to discredit labor's efforts in the political field.

The coming Labor Day celebration ought to be the greatest in the history of that occasion. Judging by the preparations being made, all expectations on this score will be more than realized.

FURUSETH IN HOLLAND.

Having interviewed a lawyer here, I find that until recently the working people of this country (with the exception of the seamen) were the freest on the Continent. The industrial workers could not be punished for violating a civil contract. They could quit work at will. Servants in husbandry were equally free; even house-servants were not bound. A civil suit for damages was the only remedy against any one violating a contract to labor—unless, of course, he was a seaman.

The seaman could, and can still be sent to prison for desertion. He could be brought back by the police, if they could find him. He could be jailed until the vessel was ready for sea, and then placed on board by force, there to be made to work against his will, or go to prison for six months, if acting alone, or double the term if acting with others. The same penalties applied in cases of failure to join the vessel. The result, of course, has been to keep down the wages of the seaman.

While the wages of all other classes of labor have been increased on an average of thirty-three per cent, the seaman's wages, which twenty years ago were 30 guilder, are now only 38 guilder, and likely to be reduced. In fact, the present wages in the regular lines are only 36 guilder.* In spite of the fact that the people go to sea in smaller numbers, the desertions from Dutch vessels in foreign ports, and that Hollanders sign in foreign vessels in Holland, and the efforts made by the Union, still the increase during these twenty years has been but twelve to fifteen per cent.

The maritime law of Holland was last tinkered with in 1839. At present a certain professor holds a commission to investigate and report upon needed changes in the law governing the personnel. The Seamen's Union does not seem to have done much, and what it has done has been neutralized by the officers.

The workers here had a general strike in 1903, and as a result the railroadmen have been robbed of their freedom and attached to their labor. Another law is now on the stocks and ready for launching—i. e., to be promulgated by the Queen—under which the workers generally will be compelled to give two weeks' notice when they desire to strike or quit. It is said that there is no penalty of imprisonment provided for violation of this law, but since I can not read the language, I can not feel certain on this point.

Aside from these prospects, the Dutch workingmen seem to be getting on fairly well, although they seem beautifully unconscious of what is in store for them under this new law.

Fraternally,

ANDREW FURUSETH.

Amsterdam, Holland, July 21, 1908.

At the beginning of the year 1907 the rolling stock of the State railways of Chile consisted of 4000 cars, with a total tonnage of 50,000 tons, and during the year 1400 cars were added, with a tonnage of 40,000 tons, making the total tonnage in use on the State railways at the close of the year 90,000 tons. During the year 1907 this rolling stock handled 3,400,000 tons of freight, against 2,800,000 tons for 1906.

Demand the union label on all products.

GOMPERS ON THE PARTY PLANKS.

(Continued from Page 2.)

FOR CONGRESS, OR OTHER OFFICES, WHETHER EXECUTIVE, LEGISLATIVE, OR JUDICIAL.

What has been done so far, is in line with the determination thus expressed. We would fail in the duty entrusted to us did we do less.

We now urge upon the workers to take up the campaign with the utmost enthusiasm and energy. Scan every candidate's record; study his party platform. Be not deceived by vague, unofficial, plausible assurances of friendship. Let partisan affiliations be cast aside in the great struggle to preserve our rights and our freedom.

Already the campaign of lying and misrepresentation is in full swing. Labor's attitude and that of its representatives is falsely stated. Wrong conclusions are purposely drawn in order to mislead labor and its friends from the concerted action which will tend to protect and preserve our industrial and civic rights.

We trust that the knowledge of the motive behind such statements and the application of ordinary common sense on the part of the people will be sufficient to render harmless the lying attacks from any quarter.

Wherever a man decries and discourages the effort of the workers to unite and use their political power, scan his motives; they are not difficult to discern. In the old fable, the bray of the ass betrayed the poor, deluded quadruped who assumed the lion's skin in the vain hope of posing as that lordly animal and deceiving the onlookers—it is even so in politics.

Conscious of an unswerving purpose to serve our fellow-workers, our fellow-men, in all things which will safeguard and protect their just rights and interests, which will promote their constitutional liberties and freedom, we shall in the future, as in the past, endeavor to do our duty and render service to the best of our ability without regard to flattery on the one hand or browbeating and bulldozing tactics on the other. We shall rely on the earnestness, honesty, and intelligence of our fellow-workers and count upon their loyalty to the great cause of labor, which, in the last analysis, is loyalty to themselves and their country.

A WELCOME AWAITING.

There is a cordial and a buoyant welcome awaiting Andrew Furuseth, the Secretary of the Sailors' Union of the Pacific, when he reaches England. That welcome, however hearty and spontaneous it may be, will not be able to go beyond what the object of it richly merits. No man has served the cause of the world's seafarers with greater singleness of purpose, with more unflagging energy, or more commanding ability, than Mr. Furuseth. His loyalty to the ideal of the Brotherhood of the Sea has been the enthusiasm of his life. The business which brings him now to Europe is to represent the American Federation of Labor and the International Seamen's Union of America at the Convention of the International Transport Workers' Federation in Vienna, and, later on, at the Trade-Union Congress of Great Britain when it assembles at Nottingham in September. The Coast Seamen's Journal, of San Francisco, speaking of our friend's mission, says: "The object of Furuseth's journey to the Continent is two-fold, namely, to represent the American seamen in an important gathering of kindred craftsmen, and to secure first-hand information as to the conditions of the maritime workers in the leading localities of Europe. The period intervening between the conventions at Vienna and Nottingham (about two months) will be occupied in an extensive, although necessarily rapid, tour of the Continental seaports. In each of these places Comrade Furuseth will collect information concerning the conditions, legal and industrial, of seamen and other classes of labor, and incidentally give the local inhabitants the benefit of his own long experience in the labor movement." London is patiently waiting to receive that benefit.—The Seaman, London, Eng.

The population of Buenos Aires numbers 1,200,000, of which about 80 per cent is foreign, consisting of Italians, Spanish, French, English, German, Swiss, etc., in the order named, the Italians forming about 60 per cent of the foreign population, although in the last year Spanish immigration has far exceeded all others.

The fishing industry of the Pacific Coast during 1907 exceeded \$26,000,000 in value according to the statistics of The Pacific Fisherman. The pack of canned salmon during 1907 for the whole coast was 4,015,169 cases as compared with 3,817,316 cases in 1906. The pack in Alaska was exceeded in only one other year, that of 1902.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 10, 1908.

Regular weekly meeting was called to order at 7:30 p. m. A. Seaman in the chair. Secretary reported no change in the shipping situation.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, Aug. 3, 1908.
No meeting; no quorum. Shipping dull.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, Aug. 3, 1908.
No meeting; no quorum. Situation unchanged.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 3, 1908.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 2, 1908.
No meeting; no quorum. Shipping and prospects still poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 3, 1908.
Shipping dull.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, Aug. 3, 1908.
Shipping dull; prospects poor.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 2, 1908.
No meeting; no quorum. Shipping slack; prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 3, 1908.
Shipping dull; prospects uncertain.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, July 27, 1908.
Shipping improving.

JOSEPH T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 6, 1908.

Regular weekly meeting called to order at 7:30. Eugene Burke in the chair. Secretary reported shipping and general conditions unchanged.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, July 30, 1908.
No meeting. Situation unchanged.

J. LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, July 30, 1908.
No meeting. Shipping poor.

CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 3, 1908.
Shipping still dull.

A. McKECHNIE, Acting Secretary.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., July 27, 1908.
Situation unchanged; prospects better.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 4, 1908.
Shipping and prospects fair.

WM. H. FRAZIER, Secretary.
1½ A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., July 29, 1908.
Shipping medium.

DANIEL SULLIVAN, Secretary.

DIED.

C. O. Nielsen, No. 248, a native of Denmark, aged 27, died at Seattle, Wash., on July 29, 1908.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



A DIFFERENCE OF OPINION.

Some opinions from Adam Tait, "Seamen's" Bethel, and a reply from Clyde Kerr, of the Marine Firemen, both of which appeared in the Conneaut News-Herald on July 30 and August 1 respectively.

It is only fair to say that Mr. Tait has denied the interview given in his name, which is as follows:

"A better class of sailors is now employed on Lake vessels, according to Adam Tait, superintendent of the Bethel at Conneaut harbor. Mr. Tait ought to know, for his position brings him into intimate contact with the men, and gives him an opportunity of character study which is possessed by perhaps no other man in this city.

"The new Lake sailors are younger men, and of a better grade than formerly followed the inland seas for a living. They have taken the places of the human derelicts who in former years hung around the harbor as long as they had a cent, and then made a trip for more money to spend in booze. Nowadays, the men have got to be workers to hold down jobs, and many a bright young fellow, of good education and address, is wielding a shovel or broom on a freighter to-day.

"One way in which the difference can be noted is in the decrease of booze consumption. Local harbor liquor dealers say business was never so dull, and they attribute this fact to the change in the class of sailors. Mr. Tait's belief is based on the great demand at the Bethel for magazines and reading matter, the supply of which is inadequate to satisfy the need. 'Anyone who has any old magazines or books to give away,' said Mr. Tait, 'will find the Bethel a thankful recipient.'

Following is the statement of Comrade Kerr:

"Conneaut Harbor, July 31, 1908.

"To the Editor, Conneaut News-Herald:

"Dear Sir:—In your issue of July 31, 1908, I read an article entitled, 'Better class of sailors on the Lakes this year,' and I presume was given out by Mr. Tait, superintendent of the Bethel. The article goes on to state 'that the young men following the Lakes this summer are bright, young fellows; they have taken the place of the 'human derelicts,' and in consequence have put the 'booze joints out of commission.' Now, Mr. Editor, while I admire Mr. Tait as a law-abiding citizen, I do not think that he is qualified to pass judgment on the sailor man that has followed these Lakes for years. In the first place the 'bright, young men' that have come to the Lakes this summer and are now wielding a shovel or a broom are a class, with few exceptions, that make a business of taking the position of any kind of a working man belonging to a union, when the man who is trying to better his conditions and also those of his wife, mother or children, disagrees with his employer. There are more bums, thieves and disreputable characters sailing on the Lakes to-day than at any period during the past eight years. Those are the 'bright, young men' that congregate around the Bethel in the different ports and for whom the management of these Bethels solicit contributions. You and the 'reading public' do not

have to take my statement, but Mr. Editor, if you are fair and desire to acquaint your readers with the true conditions on the Lakes to-day, send to the different Lake Carriers' shipping offices and see the men, or rather the 'human derelicts' with whom the boats are being manned.

"Let me call your attention to the Steamer J. J. Hill. There has been carried on that boat as ordinary seamen for quite a while, a boy 12 or 13 years of age, a son of the captain. There is nothing that a boy in knee pants can do aboard of steamboats except work for the cook. Now, Mr. Editor and Mr. Tait, that is a sample of the 'bright young men' that have come to the Lakes this summer.

"Mr. Editor, there are few real sailors, and I mean by the word 'sailor' all those employed on Lake boats from captain to deck hand, but who would be pleased to see every port on the chain of Lakes voted dry, but you and Mr. Tait must remember that your citizens are to blame for the saloon evil and not the 'sailor.'

"Let me go further and call your attention to the fact that there is not an engineer on the Lakes to-day, who has received his papers inside of the last seven years, but who has come from the ranks of the Marine Firemen's Union. There is not a mate or pilot on these Lakes that has been made in the past four or five years but who has come from the Sailors' Union. Of course, those men are 'human derelicts; they are not 'bright young fellows.' Well, Mr. Tait, we have many hundreds of 'bright young men' in these unions and they did not any of them start in on the Lakes this year, and many of them will be the officers on the Lake boats of the future; and now, Mr. Tait, in all fairness to the A. B. sailor, show me or the 'great reading public,' ONE MAN that has ever come from your, or any other, Bethel that is sailing a boat or acting as engineer of one on these Lakes.

Hoping that you will be fairminded enough, Mr. Editor, to give this article space in your paper, as we all like fair play, I am

Respectfully,

CLYDE KERR,

Agent Marine Firemen's Union, 197 Park avenue.

IMPROVEMENTS AT LORAIN.

The first statement concerning the big improvements at the local plant of the American Shipbuilding Company were made by Superintendent F. C. LaMarche at Lorain on July 25. The improvements are even greater than was at first anticipated. The first of the new buildings to be erected will be the boiler shop. This building will be 180 by 100 feet and men are being engaged to clear away the ground for the structure. A new roundhouse is another building that will be erected at once. It will contain three stalls, and work on this building will start soon. As has been stated before, the other improvements will consist of a machine shop, a foundry building and pattern shop. It is now practically assured that the plant when completed will employ 4,000 men.

"UP TO THE CAPTAIN."

There has been a good deal of talk along the docks about the discrimination practiced by the Lake Carriers' shipping masters against men who belong to the Seamen's Union, and that college men have been given jobs that properly belong to sailors.

Captain John Currie, in charge of the local shipping office, denies all this and a local vessel man who was present when the captain was interviewed, said:

"The claims made by the officers of the Union are not true, as far as this port is concerned. The vesselowners and shipping-masters have nothing to say as to what men the captain shall employ upon his ship. We do not care whether he employs union or non-union men. The skipper is supreme in matters pertaining to his ship, and the vesselowners look to him to sail the boat and keep it going, when there is business to do. Of course, it is up to the captain to have a crew that he knows will be loyal to him and that will stick to him in time of stress. If a master were obliged to tie up his boat because he had not been able to find a crew that would do his work, it would be his loss as well as his owners'.

"The owners do not care anything about the labor unions on the Lakes getting together and forming one big union. We have no objection to their being organized so long as they don't interfere with the operation of our ships.

"Under our present system, known as the 'Open-Shop' system, we run our business in our own way and insist on good services for the wages that we pay.

"We have not attempted to cut wages and we do not intend to, but we do insist on hiring men that do the work best, and who will be loyal. We do not expect any trouble on the Lakes, for the men at work appear to be satisfied with their treatment and there are as many union as non-union men, if not a good many more, among them. In the lines that I am interested in there has been no trouble, and what is more, we do not want any."

The foregoing, from the Duluth News-Tribune, scarcely deserves an answer. I believe every office of the Lake Seamen's Union has on file sworn statements and affidavits from members who have been discharged from the vessels in the Lake Carriers' fleet because they dared to belong to a union, dared to make an effort to retain the wages and conditions obtained by many years' hard struggle and by organization. Any talk or newspaper article to the contrary is pure rot. We know; and we do not at all appreciate the efforts of the Duluth News-Tribune, or any other sheet to convince us that black is white. As for the statement by "a local vesselman" that the matter is up to the captain, I am not prepared to say. I know that no master dares, or says he dares, to ask for union men, but some of them are more diligent than others in seeking scabs for their vessels. Some say they have no orders and some say they have strict orders. As this quite frequently happens in the same fleet it gives one ground to believe "a local vesselowner." But the fact that none dare to ask for union men again brings up a doubt. I don't think we need care very much who is hitting us, as long as we know we are getting hit, and as long as those hits are doing no very serious damage, which they are not. They are having the same effect that you would obtain by beating a feather bed with a broom. I can give "a local vesselowner" this tip, however. He says: "Of course it is up to the captain to have a crew he knows will be loyal to him, and that will stick to him

in time of stress." Meaning "in time of strike," of course. And, equally, of course, meaning non-union men, i. e., scabs, as even the most thick-headed know that a true union man will "hit the dock" if the time comes to make a fight for his union and through his union, for his wages and conditions, therefore "it is up to the captain" to get scabs to start with.

W. H. JENKINS.

Conneaut, O.

WHY MATES CAN'T STEER.

The following, from the Cleveland Leader, sounds like "Slow Town Jimmy":

Jim Scanlon, of Detroit, business agent of the Seamen's Union at that port, who has a great many friends here in Cleveland among the seamen, has handed out some unique philosophy anent the recent stranding of ships along the Lakes. He gives special attention to the running of the Meacham onto the rocks at Passage Island last week.

Among things Scanlon said: "Too many navigators; that's the trouble. Somehow a mate can't steer a boat. The Meacham is sailed by the commodore of the fleet, she has two captains for mates and four mates made up her crew of watchmen and wheelmen. I don't know whether she had second engineers for stokers, but if she'd had a shore commissary for cook she would never have got so far as she did. I've seen this scheme of officers for crew tried a whole lot and somehow it don't seem to go.

"Now, there was the Hoover and Mason, laid up in the St. Mary's River last week. She started out with two mates wheelin' her and she bumped about every obstruction of the 1,000-mile highway. She hit the pier at Duluth, she bumped the steamer Shaw in the stern at the Soo, she ended by grounding in the St. Mary's River, and if she hadn't had regular watchmen aboard I guess she'd tried sailin' on top of the Soo locks. As it was the Government moved an island to get her off. Honest, we were lookin' for her to come in overland most any day.

"It's funny, I can't tell why it is a licensed officer can't steer a ship. They can tell you how it's done, all right. I think it's their mania for investigation. Now an ordinary watchman or wheelman sees a light. 'Light over the sta'board bow, sir,' he sings out and then making sure the captain's heard he forgets that light. It's none of his business.

"Now the mate wheelman sees a light. He hasn't got a chart handy. He don't know just where she is. That mania for investigation gets the better of him and he steers for her. I guess that's how so many of them pile themselves on the rocks."

The whaleback steamer City of Everett, with Standard Oil barge No. 94 in tow, arrived in Baltimore recently from London, Eng., completing what is probably the longest tow on record. Captain Fenlon of the steamer is proud of the towing qualities of his boat, she having pulled the No. 94 from Barry, Wales, to the Capes in 16 days. Admiral Buckingham, now of the Turkish navy, was once master of this steamer, and was succeeded by Captain Louis Laverge of the steamer J. W. Fordney, a Cleveland boat owned by the Merida Steamship Company, but operated on the Coast, carrying sulphur from Sabine, Tex., to New York.

MARINE ITEMS.

Captain William Simmons has sold the wreck of the schooner Acacia and her cargo for \$500.

Corrigan, McKinney & Co. will build a new blast furnace at Cleveland; capacity 200,000 tons. It will employ about 350 men.

The framework for the new breakwater light at Marquette, to replace the light that has done service at the end of the pier for several years, is nearing completion. The new light will be considerably higher than the old one.

The steel steamer W. H. Wolf ran into the lightship on Poe's Reef on July 31, striking the lightship amidships, staving in the bulwarks and carrying away the small boat. The Wolf stayed by the lightship during the night, rendering necessary assistance, and towed her to Cheboygan on the following morning.

The new steamer Wyandotte, just completed at the Ecorse yard of the Great Lakes Engineering Company, will take on her first load of coal at Sandusky for Alpena. A new set of colors was given the boat by the City Council of Wyandotte, and many speeches were made at the ceremonies, the presentation being made by the Mayor.

The annual report of Charles F. Leach, Collector of Customs, shows that there are 308 vessels of all kinds with a gross tonnage of 871,953 tons enrolled in the Lorain district. There are 162 steel steamers with 741,412 gross tons. The tonnage of the 102 wooden steamers is only 79,632 gross tons. There are only 42 barges and sail vessels enrolled in the district.

The Great Lakes Towing Company has been awarded the contract for raising the lighter Lorain, which was sunk at Lorain. The wrecking steamer Favorite and the lighter Wayne left Port Huron and work on the lighter will be started at once. Captain Alexander Cuning, master of the Favorite, will have charge of the work. Wreckers Baker and Reid bid for the job.

The monthly report shows that 787,891 tons of ore were received at Conneaut Harbor last month. Thirty more boats entered the harbor than in the same month in 1907, but the ore receipts were 7,500 tons less. The July figures show a good increase over June, however, when only 431,742 tons were received. The coal shipments amount to 52,096 tons, about 6,000 tons less than June. The exports were valued at \$179,367, an increase of more than \$20,000 over June.

The Iron Range Railroad will begin the rebuilding of ore dock No. 2 at Two Harbors as soon as the shipping season is over. Dock No. 2 is a wooden structure and it will be rebuilt with wood. Plans and specifications are being drawn now and will be completed in time for work to begin in the fall. The new steel dock No. 6, if successful, will revolutionize dock building, and it is likely that the reconstruction of dock No. 2 will prove to be the last work of a similar nature done on any of the ore docks on the Great Lakes.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Ed. Rathenow, No. 5388, Lake Seamen's Union, is inquired for by his sister, Mrs. Chris Marquist, 429 N. Clark St., Chicago, Ill.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasenborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

DEFENSE OF TOBACCO.

The usefulness of tobacco has received so little scientific attention that practically nothing is popularly known of this side of the question. Such a world-wide custom must serve some useful purpose, as it can be taken for granted that useless or harmful habits do not survive in any species of animal. It is our duty to find out what the benefit really is. The acute poisoning in those unaccustomed to it is so well described in the text-books as to need no comment; what is needed is knowledge of the effect of small amounts in those accustomed to it. The after-dinner cigar has been said to increase the flow of gastric secretion and hasten digestion, and yet that alleged fact has been vehemently denied and the reverse asserted. The real use of tobacco is in some obscure sedative effect upon the nervous system, particularly the higher cerebral cells, though the effect of larger indulgence is exciting to the point of delirium.

Mankind has distinctively found that it is comforting in some way which no one can describe, and womankind—much to the astonishment of the Northern races—is discovering the same fact.

Deprivation of tobacco, the writer goes on to say, is the severest punishment for a convict, and an army without it may become inefficient to the point of demoralization and defeat. Very likely the work of civilians is also dependent upon its effect, so that if the trade were destroyed civilization would suffer. The author admits that these will seem rather radical views to non-users of tobacco, but its enormous consumption, he asserts, permits no other opinion. He goes on:

Indeed there is now and then a hint that the abstainers as a class do not sustain as heavy burdens as they could nor as long as they could, if they had the assistance of tobacco. In the absence of exact data these discussions are bootless, but such knowledge as we possess places the burden of proof upon those who claim that the drug is always harmful and never of use. The opposition to tobacco is wholly unaccountable—even the ethical statement that it is the first step to the saloon and brothel, is disproved by those who have not taken those steps. The outcry against tea and coffee is readily understood, for most of it comes from those who have an alleged substitute to sell for these essentials of modern life.

The effect of tobacco upon nearly grown boys has always been assumed to be harmful, and the majority of physicians would doubtless advise abstinence until full maturity. It is rather startling, then, to learn that Dr. George L. Meylan, physical director of Columbia University, has found that the students who use tobacco are taller, heavier and stronger than the abstainers, and that the difference is more than would be accounted for by the slightly greater age of the former. It may not prove that the drug has been beneficial, but it does prove that we were wrong in assuming that boys were stunted by its use. The investigations of recent years have shattered a great many medical opinions of great age, and this seems to be another instance. What a comment it all is upon our very human propensity to form theories before we hear the facts. Hereafter let all theorists present their facts first and let the anti-cigarette laws wait until it is proved they are needed. At present they create ridicule and contempt of law for they can not be enforced.

GRAND CANAL IMPROVEMENTS.

The Viceroy of Chihli has memorialized the Throne to the effect that he has received a communication from the board of posts and communications in connection with the proposed dredging of the Grand Canal from Chihli through Shantung to Kiangsu. This is to be done with a view to running steamboats and launches for facilitating communication, and also for the conveying of the mails of the Imperial Chinese post-offices in North China.

The Viceroy states that the Canal is divided into two parts, viz., Peiyunho and Nanynho, or North and South Canals, which extend about 240 miles. Formerly about 300,000 taels (tael equals about 70 cents) were spent every year for the repairing of this Canal, which was largely used for transporting the tribute rice from South China to Peking, and even now about 60,000 taels are required for this purpose annually.

As the Canal is an important inland waterway connecting South and North China, it will be much better, the Viceroy points out, to spend a certain sum of money to dredge it properly, so as to last for many years without yearly repairs. The cost will be borne by the provincial treasuries of Chihli and Shantung if Imperial sanction is received.

All the leading Chinese merchants are in favor of the proposed work of dredging of the Canal and the building of proper embankments along both banks. It is proposed to do the work with foreign dredgers, and the cost is estimated at 600,000 taels. It is now reported that the proposition has been sanctioned by the Government.

WOMEN'S TRADE-UNION LEAGUE.

The National Women's Trade-Union League last July held the first assemblage of the women of organized labor ever gathered together in the United States. It met simultaneously in three conventions, in Boston, New York and Chicago; was largely attended and gave a great impulse to the industrial movement among women, as well as a stimulus to public interest and sympathy. A second and similar set of meetings is announced to take place shortly.

The president, Mrs. Raymond Robins, and the members of the National Executive Board, have issued a call for a conference of women unionists, to be held concurrently in Boston, New York and Chicago, on Friday, Saturday and Sunday, September 25, 26 and 27, to discuss the question of prime importance to women in all gainful occupations: "How may women's unions best be strengthened?" The Chicago meeting last year drew its delegates from six States of the Middle West—Illinois, Indiana, Michigan, Ohio, Missouri and Wisconsin. They represented twenty-three cities and thirty trades. It is anticipated that even a wider field will be covered this year, especially as a new league, that of St. Louis, has come into existence this summer.

Two new companies have been formed at Louisburg, Nova Scotia, for deep-sea fishing. They will start the season with four vessels, each of about 50 tons net register. The 15,029 men engaged in the fisheries of Nova Scotia in 1906 received \$99,519 in bounties from the Government.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.

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Branch:

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Branches:

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SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:

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Branches:

ALASKA FISHERMEN'S UNION.

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Agencies:

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ASTORIA, Ore., P. O. Box 138.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Ore., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.

LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

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Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

ILLITERACY IN UNITED STATES.

"An illiterate is a person 10 years of age or older who can not write in any language." This is the test applied in the United States Census compilations. It may be assumed that one who can not write can not read, and this is true with few exceptions. In 1870 there were in each 1,000 of population of the United States 200 illiterates; in 1880 there were 170; in 1890 it had fallen to 133 and in 1900 to 107. Thus it appears that in our country about one person in every nine of 10 years and over is illiterate. In England, Scotland and Holland there is but one in forty, in Switzerland one in 166, in Denmark one in 500, in Sweden and Norway one in 1250 and in Germany illiteracy is almost unknown. The ratio in 1903 among all the recruits in the army was but one in 2500, and illiteracy is probably even less among the German people generally than among the recruits.

These facts are not such as to make Americans proud. Nor can we excuse ourselves on the ground that we receive great numbers of immigrants from the less intelligent peoples of Europe, for in many States the illiterates of native parents outnumber those whose parents were born in foreign lands; nor it is in the South only in which this is true. In the State of New York in 1900 18,000 illiterates were of foreign parentage and 29,000 of native. Moreover, in the large cities, where our foreign-born population is largely congregated, the percentage of illiteracy is lower than in smaller cities of 25,000 or less, and in the large cities it is no greater than in the average country district.

The following list shows the number of illiterates in each 1,000 of population according to the last United States Census:

Iowa	23
Nebraska	23
Kansas	29
Washington	31
Utah	31
Oregon	33
Ohio	40
Wyoming	40
Minnesota	41
Illinois	42
Michigan	42
Colorado	42
Indiana	46
Idaho	46
Wisconsin	47
California	48
South Dakota	50
Maine	51
New York	55
Oklahoma	55
North Dakota	56
Vermont	58
Massachusetts	59
New Jersey	59
Connecticut	59
Pennsylvania	61
Montana	61
New Hampshire	62
Missouri	64
Rhode Island	84
Maryland	111
West Virginia	114
Delaware	120
Nevada	133
Texas	145
Kentucky	165
Arkansas	204
Tennessee	207

Florida	219
Virginia	229
North Carolina	287
Arizona	290
Georgia	305
Mississippi	320
New Mexico	332
Alabama	340
South Carolina	350
Louisiana	385

All the States before Maryland in the foregoing list have compulsory attendance laws, but they are not as a rule enforced very rigidly. Three of those that come later in the list have such laws, but they are practically useless through lax administration.—American Journal of Education.

LABOR IN CANADA.

Consul-General William Harrison Bradley, of Montreal, furnishes the following statistics concerning trade disputes in Canada and the effect of the new industrial investigation law in their peaceful settlement, prepared by Vice-Consul-General Gorman:

During the year 1906-7 there were 139 trade disputes in Canada, 5 more than in the preceding year, and 35 more than in 1904-5. Nearly one-half of the strikes occurred in Ontario. The question of wages entered into 82 disputes, and the reorganization of the union contributed 13 cases. Fifty disputes ended in favor of the employers, 41 in favor of the employes, and 32 were compromised. In 5 cases the strikes were partly successful.

The most important legislation enacted during the year affecting industrial and labor conditions was the Industrial Disputes Investigation Act, which became law on March 22, 1907. A feature of the new Act is its provision that before a strike or lockout can be legally declared in a dispute between employer and employes, in connection with a mine or any industry connected with a public utility, it shall be submitted to a board of conciliation and investigation, established under the Act with a view to arriving at a settlement. The Act demands an investigation before the declaration of a strike in the class of industries stated, in order that the parties to the differences may be brought together, and a degree of conference and discussion secured.

Further provisions of the Act require that employers and employes shall give at least 30 days' notice of an intended change affecting conditions of employment with respect to wages or hours, and that pending proceedings before a board the relation to each other of the parties to the dispute shall remain unchanged, and neither party shall do anything tending to bring about a lockout or a strike. Penalties are provided for infringement of the provisions of the Act.

Two other important features of the Act are those which provide that the statute may be made applicable to disputes other than those relating to mines or public utilities when the parties concerned in such disputes may so desire, and the one which provides for making obligatory and binding the award of the board with regard to any dispute referred to it.

The board of conciliation and investigation as established under the Act will consist of three members, two appointed by the Minister of Labor, on the recommendation of the respective parties to the difference,

and the third appointed on the recommendation of the two first appointed. If these fail to agree within five days on a recommendation to the Minister of Labor the third member is appointed by the Minister himself; the third member to be the chairman of the board.

The application forwarded to the Minister of Labor asking for the establishment of a board must mention the nature and cause of the dispute, an approximate estimate of the number of persons affected, and the efforts made by the parties to adjust their dispute. The application must also be accompanied by "a statutory declaration, setting forth that failing an adjustment of the dispute, and a reference thereof by the Minister to a board of conciliation and investigation under the Act, to the best of the knowledge and belief of the declarant a lockout or strike, as the case may be, will be declared, and that the necessary authority to declare such lockout or strikes has been obtained." The board has power to summon and enforce the attendance of witnesses, administer oaths, and to do all that is necessary to secure a full investigation.

From March 22, 1907, the date of the passage of the Act, to February 15, 1908, of the 30 applications for proceeding under the Act 28 strikes were averted or ended.

CHILD LABOR IN ITALY.

Under the revised law governing the employment of women and children in Italy, promulgated on January 16, 1908, persons of either sex under 12 years may not be admitted to industrial establishments, workrooms, building operations, outside work of any kind, or to mines and tunnels. For admission to labor in mines and tunnels the age must be 13 full years when mechanical traction is employed, and full 14 years when mechanical traction is not employed, and females of all ages are forbidden to labor of this nature. Female of less than 21 full years will not be admitted to dangerous labor of any kind.

Persons of either sex of from 12 to 15 full years may not be employed in any labor more than eleven hours a day, nor can females of any age be employed for more than twelve hours a day.

The labor of women and children must be interrupted daily by one or several periods of repose. Children and minor women may never continue longer than 6 hours without interruption. The law provides that employers shall take such measures, in the workrooms, eating rooms, dormitories, etc., as will safeguard the health and morals of children, and females of any age. Night work is forbidden for all females and for males of less than 15 full years.

A delegation of French leather workers, consisting of four men, left Paris recently to come to America under the direction of an official of the French Ministry of Labor to visit the leading factories, watch American workmen at work, and study American machinery. The French leather industry, the French minister stated, is very prosperous at the present moment, although the stress of American competition is felt somewhat, but the idea of the visit was more to obtain industrial pointers than economic ones.

Home News.

Four negroes were lynched by a mob near Russellville, Ky., on August 1, for approving the murder of a white man.

An emissary of the Pope has arrived at Winnipeg to arrange for the colonization of 200,000 farmers from Hungary in western Canada.

During the six months ending June 30 last the Pennsylvania State Railroad Commission reports that there were 5160 accidents, resulting in 525 deaths.

United States Senator William Boyd Allison died at Dubuque, Iowa, on August 4, aged 79 years. Deceased had represented Iowa in the Senate for thirty-five years.

A balloon race from the Pacific Coast to the Atlantic has been announced for November by the Federation of Aero Clubs of America at Chicago.

The Georgia Legislature will meet in special session to dispose of charges of cruelty in convict camps made on the witness stand before an investigating committee.

Major G. H. Russell and eleven enlisted men of the marine corps, all bitten by a rabid dog, arrived in New York from Panama recently for preventive hydrophobia treatment.

Six smuggled Chinese were arrested at Alamogordo, N. M., on August 1. They had been locked in a refrigerator car loaded with fruit, bound from Los Angeles to Kansas City.

Dr. Hamilton Wright has declared as a result of his inquiry into the use of opium that there are 6000 persons in New York addicted to the habit, about three times the number of Philadelphia "fiends."

Cuba's first election under American supervision was held on August 1, and was marked by general tranquillity and the absence of excitement throughout the island. Only a small vote was cast.

The Atchison, Topeka and Santa Fe Railroad, by its counsel, pleaded guilty to rebating and was assessed a fine of \$7000 by Judge Bethea in the United States District Court at Chicago on August 7.

The officials of the Chicago and Northwestern Railroad have made public complete plans of a new \$20,000,000 station and passenger terminal, which is to be built at Madison, Canal, Kinzie and Clinton streets, Chicago.

The Red Cross Society has sent to the Secretary of State a check for \$2,000, with the request that it be sent to the Consul-General at Canton, China, to be applied to the relief of the flood sufferers of Southern China.

A number of towns in British Columbia were destroyed by a forest fire which swept a wide area on August 1. The loss of life is believed to be great. The property loss is estimated at between \$2,000,000 and \$3,000,000.

At the annual convention of the American Boiler Manufacturers' Association, in Atlantic City, N. J., recently, faulty State laws were blamed for the loss of life through boiler explosions, and the passage of a National boiler inspection law was urged.

President Roosevelt and Secretary of War Wright have decided that the eight cadets who were recently dismissed from the United States Military Academy at West Point for hazing shall be reinstated and that their punishment shall be administered according to the disciplinary methods of the Academy.

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INFORMATION WANTED.

Dietrich Doerflin, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafet, Malmo, Sweden.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

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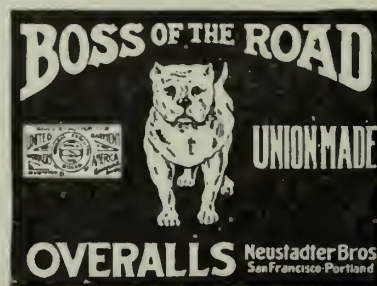
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INFORMATION WANTED.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Aleng, C.	Kuntz, K.
Allen, J. W.	Larsen, H. J.
Andersen, Albert	Lattz, L.
Anderson, A. P.	Lohme, E.
Anderson, Hjalmar	Larson, E., -1098
Anderson, J., -1514	Lebrun, E.
Anderson, A.	Leaky, W., -925
Anderson, Victor	Leisman, J.
Axes, P.	Lepp, E.
Barry, Thomas	Lie, J. C.
Brandsen, E. M.	Lind, H. E.
Barwa, D.	Lindin, H. Van
Bakke, M. C.	Lindburg, John
Bateman, S. J.	Lindman, H. C.
Bernard, S.	Lindroos, C.
Benners,	Lichlenberg, Max
Bensen, J. E.	Lockey, H.
Berg, H. M.	Lunder, B.
Bergren, John	Lundquist, J.
Bertelsen, Alf.	Luhbeck, R. A.
Bernsen, C. T.	Lundblad, E., -789
Berkelund, R.	Madsen, Chas.
Blomquist, B.	Marthinsen, M.
Blomquist, H.	Mayers, F. M.
Boman, O. W.	Mannan, James
Brandler, M. F.	Marthinsson, K.
Brubn, B., -1430	McKerron, J.
Buchman, P.	McAdam, W.
Burke, James	Meddrott, F.
Caspersen, Chr.	Mikelson, C.
Cornell, G. B.	Mikkelsen, Jos.
Clarkson, C. H.	Mortensen, Chr.
Courtney, A. I.	Mortensen, Holger
Conkan, I. J.	Marc, C. F.
Ferrick, Geo.	Murphy, D.
Dinwooden, Jas. H.	Myren, A.
Donovan, James	Nelsen, Martin
Dowling, S. G.	Newland, E.
Drager, Otto	Nielsen, Jorgen
Edwards, E. M., -1449	Nielsen, Karl
Edvardson, John	Nielsen, N. C.
Ekvall, G. A.	Nyburg, Eric
Ellingsen, P., -568	Olsson, E., -966
Elwood, Alf.	Olsson, Johan
Elliasen, H. O.	Olsson, Otto
Emersen, E.	Olsen, H., -959
Falch, O. A.	Olsson, Oscar
Faluck, L.	Orchard, S. H.
Farley, Geo.	Overvik, Thos.
Fitzgerald, H.	Paulson, Paul
Flynn, P. J.	Peterson, O., -710
Fournier, G.	Petersen, Olavus
Froberg, F.	Pederse, Lars
Gad, V.	Pedersen, O. A.
Gent, A. C.	Pedersen, Kristian
Gillson, Frank	Pendville, N.
Gronlund, Oscar	Pemberton, D.
Grusden, Edw.	Petanzio, A.
Gustafson, A. W., -700	Pfeifer, K.
Gudmundsen, J.	Palge, L.
Guttman, H.	Rasmussen, F.
Gulhaer, W. H.	Rasmussen, N. C., -924
Hekkonen, G. A.	Sanches, E.
Hansen, Jens M.	Schulz, E., -1542
Hansen, E. A.	Sibelin, Chr.
Hansen, Mike	Siverksen, S. H.
Hattness, M.	Shane, J.
Hagman, H.	Sovig, C.
Healey, James	Soderlund, J. F.
Helman, Karl	Stubo, M.
Hixon, J. W.	Steinburg, A.
Hinge, A.	Sundquist, C.
Haygard, T. S.	Svensen, J.
Holmgren, G. J.	Swensson, B.
Huslide, H.	Taxt, Thos.
Ivertsen, S. B.	Tellefsen, P.
Iversen, P.	Tennant, T.
Jamison, J.	Thompson, R.
Jacobson, H. J.	Thoralls, L. M.
Jack, Paul	Tuominen, Alf.
Jasperson, J.	Vagnhill, G.
Jensen, Johannes	Wahlstedt, A. R.
Johansen, C. J.	Wahlstedt, G. R.
Johnson, Gunder	Wankle, F.
Johansen, Carsten	Walz, E.
Jainson, Nils	Wallace, A.
Jerfold, Theo.	Webber, C.
Joakinson, W.	Whitley, A.
Johnson, Alf.	Wismser, Geo.
Karlson, K. A., -551	Williamson, A.
Kalming, J.	Walters, H.
Kalnou, A.	Worm, A.
Kahlbetzer, F.	Walters, W.
Kleine, Carl	Wokes, H.
Klingenburg, J., -660	Zimmer, W.
Kristoffersen, Geo.	

Pt. Townsend Letter List.

Port Townsend List	Moller, Andrew
Christensen, -583	Mobery, Alfred
Dietrich, Carl	Monder, Carl
Ehmke, W.	Nilsen, Meder V.
Grave, -809	Phorspect, Mr.
Healy, James	Williams, Chas.
Karnnen, Lars	Wissig, Paul B.

Portland, Or., Letter List.

Aeckerle, E.	Kreman, Martin
Andersson, J. E.	Kone, E.
Anderson, Carl-1537	Lindholm, E. A.
Borghold, Hermann	Lindholm, A.
Buchtman, F.	Lorch, Paul
Berthelsen, Alfred	Lul, Theodor
Behrens, Emil	Larsen, Niels A.
Bagdon, Wilhelm	Meljer, O. W. G.
Brookmann, Robert	Martin, John B.
Bade, Alex.	McArthur, Chas.
Borge, S. H., -1568	Nelson, Johan
Coye, Chas. P.	Olsen, O., -1059
Espensen, E. N.	Osvold, T.
Eriksson, E. J.	Petersen, Frank
Gunther, Hans	Petersen, J. A.
Hansen, G. J.	Petterson, John
Holmberg, O. B.	Quinn, W.
Hansen, Aldan	Rytka, Otto-716
Hassell, S. G.	Svenson, J., -1968
Hilariion, Chas.	Shallow, John
Hegan, P.	Sollen, Pierre
Henrikksen, A. G.	Stenwalla, Jacob
Johansen, H., -2126	Stenzel, W. O.
Jensen-1826	Winche, August
Jensen, Peter	Wickstrom, Anton.
Jahnke, A.	

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

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Complete stock of Ship Chandlery,
Groceries, Dry Goods, Seamen's Sup-
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TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

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Cutlery and Notions.

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EMPLOYED.

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TACOMA, WASH.

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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.

NEW STORE—NEW GOODSAll our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store
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Where the Best

Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.**INFORMATION WANTED.**David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

SEATTLE, WASH.

Change of Ownership SaleMcCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.**McCORMACK BROS.**

812-814 First Avenue, Seattle, Wash.

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HATS AND

SHOES, at

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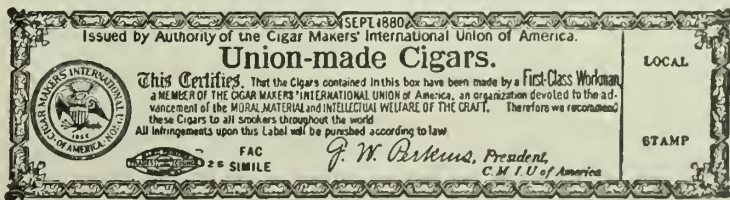
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Undertakers

Third and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

SMOKERSSee that this label (in light blue)
appears on the box from which
you are served.**INFORMATION WANTED.**Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.Ole J. Andersen, or Danielsens, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.Theodore Hansen, a native of Ger-
many, last heard of two years ago at
San Francisco, is inquired for. Ad-
dress, Coast Seamen's Journal.George R. O'Connor, who arrived at
San Francisco in January, 1908, on the
steamer Olson & Mahony, is inquired
for. Address, Coast Seamen's Journal.**Labor News.**Officials of Switchmen's Union have
appealed to the National Board of
Conciliation to intercede in the pro-
posed strike on the Lackawanna Rail-
road.The Missouri Pacific Railway on
August 6 issued orders for the re-
opening of its shops in St. Louis and
other places. The order affects more
than 1000 men.It is reported in Chicago that a
far-reaching campaign against legis-
lation regarded as hostile to the rail-
roads has been begun by the employes
of several Western lines.Suspension of work in the coal
mines of Wyoming on September 1,
when the present scale expires, is ex-
pected as a result of the failure of
the operators and miners to reach an
agreement, and about 7000 men will
be thrown out of work.Representatives of the Glass Blow-
ers of America won a notable victory
in the wage conference with the man-
ufacturers of glass bottles at Atlantic
City, N. J., on August 4, when they
obtained a wage and hours scale at
the same figure as last year.A conference held in Sydney, Aus-
tralia, recently of miners' delegates
from the Northern, Western and
Southern districts of New South
Wales, and Victorian Associations,
unanimously decided that all the coal
miners' unions should amalgamate.The Southern Pacific Railroad has
put its shop employes at Sacramento,
Cal., on a nine-hour schedule once
more on account of increasing busi-
ness. During many months past the
men have been working but eight
hours and but five days a week.The Manitoba Government has an-
nounced that 30,000 men are needed
to harvest the wheat crop in Western
Canada, and recommended to the gov-
ernors of jails that all men in prison
for vagrancy and other minor offenses
be released early next month on con-
dition that they work in the harvest
fields.Orders have been issued from the
headquarters of the United Mine
Workers of the Ninth District, em-
bracing Schuylkill, Northumberland,
Columbia and Dauphin Counties, for
the annual convention which will be
held at Pottsville on September 15.
The question of a renewal of the wage
scale will be considered.The mechanics employed by the
Canadian Pacific Railroad went on
strike on August 5. The men de-
mand a reduction of hours from ten
to nine; abolition of the demerit
mark system; that machinists be paid
on the 17th, instead of the 20th, and
that the company cease its efforts to
disrupt the mechanics' unions. Over
6000 men are out.At the last ordinary meeting of the
Gympie (Australia) Miners' and Gen-
eral Workers' Union, the secretary
was instructed to write to the chair-
man of directors of the No. 1 South
Great Eastern, conveying the Union's
appreciation of the action of himself
and his fellow directors in giving the
mine's employes their old rate of
wages.Samuel Gompers, President of the
American Federation of Labor; Sec-
retary Frank Morrison of that organ-
ization, and John Mitchell of the Ex-
ecutive Council and former President
of the United Mine Workers of Amer-
ica have been cited to appear in court
on September 8 to show why they
should not be punished for contempt
of the Buck stove injunction.

News from Abroad.

The United States battleship fleet arrived at Auckland, N. Z., on August 9.

Emperor William has given \$2500 to the fund to enable Count Zeppelin to construct another airship.

The German Imperial receipts for the first quarter of the budget year beginning with April have fallen \$14,000,000 below the estimates.

The Russian Consul at Tien-tsin, M. Poppe, was stabbed on August 6. It is not expected that he will recover from his wound. His assailant escaped.

Count Zeppelin's dirigible balloon was destroyed by fire at Echter Dingen, Germany, on August 5, after a successful trial of nearly twenty-four hours.

A number of severe earthquake shocks were felt at Constantine and other places in Algeria on August 4. Several persons were killed and considerable property damaged.

Formal ratification of the new trademark and copyright treaty between the Japanese Government and the United States were exchanged at Tokio on August 6.

The Japanese Navy will take third place in the navies of the world in 1911, according to the tabulation made by the German Navy League in its August report.

The Pope on August 6 received 200 American pilgrims who left New York last month under the direction of the Right Rev. James H. McKean and G. G. McGrane of Brooklyn.

Fourteen new cases and nine deaths from cholera have been reported at Tyaritsyn, Russia, making a total of eighty-five cases and forty-nine deaths recorded since the outbreak of the epidemic.

Jean Rull, who on April 14 was found guilty of complicity in a series of bomb explosions and anarchistic outrages and sentenced to death, was executed at Barcelona, Spain, on August 8.

The Shah of Persia has obtained a loan of \$250,000 from the Russian bank, having deposited the crown jewels as security. This money will be used in fitting out an expedition against Tabriz.

The British steamer Kirkwall was sunk by a collision in the North Sea on August 5 with an unknown bark. Two of the Kirkwall's crew were picked up and brought to Cuxhaven. The fate of the others is not known.

During a hurricane at Szegedin, Hungary, on August 5 a large factory collapsed and a hundred workmen were buried in the ruins. Four corpses and fourteen persons severely hurt have been recovered from the debris. Seventy persons are still missing.

Mylius Erickson, the Danish explorer, has met his death in the Far North. Erickson and two of his companions who sailed with him from Copenhagen June 24, 1906, to the unexplored regions of the northeastern coast of Greenland, perished in a snowstorm.

Ten municipal officers of the Mile End Parish, London, Eng., charged with grafting, were convicted on August 7 after a trial lasting a month. Although the amounts involved were small, the case excited the greatest interest because trials on such a charge are unusual in England. Thirty lawyers were engaged and the cost of the trial is estimated at \$50,000.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Thomas, J. W.
Bellin, Johan

INFORMATION WANTED.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Jaga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Information Wanted.

Terkel Olsen, a native of Treungen, Norway, aged 56, is inquired for by his brother. Address Coast Seamen's Journal.

Sigurd Hagbard Borge, No. 1568, Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Peter Hansen, who swore to a complaint against the master of "Cecelia Sudden" last October, is inquired for by the United States attorney at Los Angeles, Cal.

"Mick" Loughlin, sailing on the Pacific Coast, is inquired for by his brother N. M. Loughlin, Dredge Eta, Narvoma, South Coast, via Sydney, N. S. W., Australia.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelm, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelm, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

John Bersch, last heard of as mate of the bark Reaper in 1903, and supposed to be in Alaska, is inquired for by relatives. Address, John Schultmann, Sailors' Union, San Francisco, Cal.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klacs Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper Eldred Rock Light Station, Via Juneau, Alaska.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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World's Workers.

The assistant teachers in the Queensland State schools in the metropolitan area have formed a union.

The Old Age Pension bill passed the British House of Lords on July 31 in the form adopted by the House of Commons.

The British Government has appointed a committee to ascertain the causes of the more frequent accidents in factories and workshops.

Over one hundred men employed at the Sydney (Australia) Harbor collieries have struck in sympathy with some of their mates who were unjustly discharged.

Some of the Sydney (Australia) clothing manufacturers are threatening to close their works, giving as a reason for doing so the competition of Brisbane and Melbourne, where wages, they allege, are lower.

The Federated Engine Drivers' Society of Victoria, Australia, is going to bring under the notice of the Minister for Labor in that State the conduct of one of the inspectors under the Shops and Factories Act.

The Miners' Union in the Waihi district (N. Z.) has passed a resolution, that in future all mining contracts shall be carried out on a co-operative principle, no wages men being employed.

The New South Wales unions continue firm in their objections to the recently-passed Industrial Dispute Act, and refuse to register under it, notwithstanding Premier Wade's threats of legal pains and penalties.

Exclusive of seamen, the number of British workpeople reported as killed in the course of their employment during June was 197, a decrease of 30 as compared with the previous month, and a decrease of 27 as compared with June, 1907.

The Sydney (Australia) Labor Council has denounced the Industrial Disputes Act of the Wade-Waddell Government as "a repugnant measure, aiming at the subjugation of trade-unions and the enslavement of their members."

Owing to the typographers and other employes in the various printing offices at Copenhagen, Denmark, having started a strike, the employers have declared a general lockout in all departments of labor. This will force suspension for a fortnight.

A dispute at Kalgoorlie, West Australia, in connection with the wages of engine-drivers employed at mines, has been settled, the stationary engine-drivers having their wages increased to 13s. 4d. per shift; winding-drivers, 14s. per shift, and winch-drivers (underground) 13s. per shift.

The trend of the argument used in the British House of Commons recently, in favor of a bill to check sweating, was that in the sweated industries the wages paid are often below the level of decency and public morals and health; that the industries themselves are largely of the "parasitic" order, and that if they can not be reformed society would lose nothing by ending them.

The total number of cases of poisoning and of anthrax reported to the British Home Office under the Factory and Workshops Act during June was 64, consisting of 58 cases of lead poisoning, 1 of mercurial poisoning, 2 of arsenic poisoning, and 3 of anthrax. In addition to the above, 19 cases of lead poisoning (2 of which were fatal) were reported during June among house painters and plumbers.

With the Wits.

Tired of No. 1.—Blanche—"Hilda is anxious to be married again."

Rose—"I didn't know her husband was dead."

Blanche—"He isn't; that just the reason."—Philadelphia Inquirer.

Then He'd Move.—Teacher—"If your father owed the butcher \$17.25, the baker \$13.23, and the grocer \$18.05, how much would he have to pay in all?"

Tommy Harlumm—"Nothin'. He'd move."—Judge's Library.

The Circumstances.—"That rich heiress let me hold her hand last night."

"Don't tell me such yarns!"

"Fact. At the bridge table, while she answered a phone call."—Philadelphia Inquirer.

A Fine Mind.—"She has a fine mind, hasn't she?"

"Remarkable. One of those minds that, when you are with her, you can't decide which makes you the more happy—to listen or to realize that you are not married to her."—Exchange.

Guessing At It.—"Let's see," said Dubley, "what's the rest of that old saying, don't you know, that begins, 'Man proposes and—'"

"Why," replied Mugley, "It's 'Man proposes and the breach-of-promise suit exposes,' i-n't it?"—Philadelphia Press.

His Outrageous Conduct.—"You allege cruel and inhuman treatment?" inquiringly said the attorney. "Just tell me, please—"

"Yes, sir!" snapped the feminine and sharp-featured petitioner for divorce. "Why, actually, whenever I try to start an argument with him he grins and agrees with me!"—Puck.

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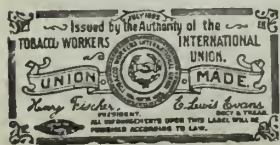
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 48.

SAN FRANCISCO, WEDNESDAY, AUGUST 19, 1908.

Whole No. 1078.

A. F. OF L. PRESENTS THE SITUATION.

THE American Federation of Labor, through its Executive Council, has issued a statement presenting the situation with reference to the position of organized labor in the present political campaign. Of course, the statement does not in so many words advise the support of a particular party, but it leaves no room for doubt as to the inference conveyed. The statement of the Executive Council is as follows:

Headquarters American Federation of Labor,
Washington, D. C., August 1, 1908.

To all Organized Labor: Dear Sirs and Brothers—In accordance with the instructions of the Executive Council of the American Federation of Labor we, its officers, desire to call to your attention the attitude—as expressed in their platforms—of the two great political parties in regard to Labor's demands.

The President and members of the Executive Council of the American Federation of Labor attended both the Republican and Democratic conventions for the purpose of presenting Labor's demands and asking their incorporation in the platforms in a manner which should clearly affirm the position of the workers, especially in relation to the abuse of the injunction and the right of the workers to organize and carry on the legitimate business of organization without being classed as trusts under the Supreme Court interpretation of the Sherman Anti-Trust law.

The two great parties have nominated their candidates for President, for Congress, and other places. They are appealing to you for support. It is most important that you should know at first hand and officially what treatment was accorded Labor in their great conventions where their official policy was formulated.

The national convention of the Republican party, at Chicago, refused to incorporate the demands of Labor in its platform, and instead inserted a plank on injunctions which indorses the existing abuse of the injunction as applied to labor disputes.

The Democratic convention, at Denver, on the other hand, made Labor's demands a part of its platform.

The members of the Executive Council of the American Federation of Labor acting as your representatives formulated Labor's demands and (with the exception of the preamble) offered them in exactly the same phraseology to both the Republican and Democratic conventions, as follows:

We therefore pledge the party to the enactment of a law by Congress, guaranteeing to the wage-earners, agriculturists and horticulturists of our country, the right of organized effort to the end that such associations or their members shall not be regarded as illegal combinations in restraint of trade.

We pledge ourselves to the enactment of a law to prohibit the issuance of injunctions in cases arising out of labor disputes, when such injunctions would not apply when no labor disputes existed; and that, in no case shall an injunction be issued when there exists a remedy by the ordinary process of law, and which act shall provide that in the procedure for the punishment of contempt of court, the party cited for contempt

shall, when such contempt was not committed in the presence of the court, be entitled to a trial by jury.

We pledge the party to the enactment of an amendment extending the existing Eight-Hour law to all Government employees, and to all workers, whether employed by contractors or sub-contractors doing work for or on behalf of the Federal Government.

We pledge the party to the enactment of a law by Congress, as far as the Federal jurisdiction extends, for a general Employers' Liability Act for injury to body or loss of life of employees.

We pledge the party to the enactment of a law to the extent of Federal jurisdiction granting Women's Suffrage, and to submit a constitutional amendment for ratification to the States for the absolute suffrage of women coequal with men.

We pledge the party to the enactment of a law creating a Department of Labor, separate from any existing Department, with a Secretary at its head having a seat in the President's Cabinet.

We pledge the party to the enactment of a law for the creation of a Federal Bureau of Mines and Mining, preferably under the proposed Department of Labor, and the appropriation of sufficient funds to thoroughly investigate the cause of mine disasters, so that laws and regulations may be recommended and enacted which will prevent the terrible maiming and loss of life in the mines.

We pledge the party to the enactment of a law for the establishment of United States Government Postal Banks.

In response to Labor's demands the Republican convention adopted the following alleged injunction plank:

The Republican party will uphold at all times the authority and integrity of the courts, State and Federal, and will ever insist that their powers to enforce their process and to protect life, liberty, and property shall be preserved inviolate. We believe, however, that the rules of procedure in the Federal courts with respect to the issuance of the writ of injunction should be more accurately defined by statute, and that no injunction or temporary restraining order should be issued without notice, except where irreparable injury would result from delay, in which case a speedy hearing thereafter should be granted.

At a glance, the plank adopted will be seen to be an evasion of the issue. It is an indorsement of the very abuse against which labor has justly protested, and would, if enacted by Congress, give the authority of law for the issuance of injunctions in labor disputes, an authority which does not now exist. It is a pro-Injunction, not an anti-Injunction declaration. It would make more acute the wrongs by which the toilers are forced to bear the unjust judicial burden of injunction discrimination.

The Democratic convention placed the following planks in its platform in response to Labor's demands:

Planks Adopted by Democrats.

The courts of justice are the bulwark of our liberties, and we yield to none in our purpose to maintain their dignity. Our party has given to the bench a long line of distinguished judges who have added to the respect and confidence in which

this department must be jealously maintained. We resent the attempt of the Republican party to raise a false issue respecting the Judiciary. It is an unjust reflection upon a great body of our citizens to assume that they lack respect for the courts.

It is the function of the courts to interpret the laws which the people create, and if the laws appear to work economic, social or political injustice, it is our duty to change them. The only basis upon which the integrity of our courts can stand is that of unswerving justice and protection of life, personal liberty, and property. If judicial processes may be abused, we should guard them against abuse.

Experience has proven the necessity of a modification of the present law relating to injunctions, and we reiterate the pledge of our National platforms of 1896 and 1904 in favor of the measure which passed the United States Senate in 1896, but which a Republican Congress has ever since refused to enact, relating to contempt in Federal courts and providing for trial by jury in case of indirect contempt.

Questions of judicial practice have arisen, especially in connection with industrial disputes. We deem that the parties to all judicial proceedings should be treated with rigid impartiality, and that injunctions should not be issued in any cases in which injunctions would not issue if no industrial disputes were involved.

The expanding organization of industry makes it essential that there should be no abridgment of the right of wage-earners and producers to organize for the protection of wages and the improvement of labor conditions, to the end that such labor organizations and their members should not be regarded as illegal combinations in restraint of trade.

We favor the Eight-Hour day on all Government work.

We pledge the Democratic party to the enactment of a law by Congress, as far as the Federal jurisdiction extends, for a general Employers' Liability Act covering injury to body or loss of life to employees.

We pledge the Democratic party to the enactment of a law creating a Department of Labor, represented separately in the President's Cabinet, which Department shall include the subject of mines and mining.

Compare these planks with those submitted by the A. F. of L. for adoption. They are substantially all that we asked.

On the question of the injunction abuse the Democratic platform declares for the principle which the workers have maintained, viz:

That injunctions should not be issued in any cases in which injunctions would not issue if no industrial disputes were involved.

Equally clear and satisfactory is the declaration in favor of exempting Labor from the operation of the Supreme Court decision (Danbury Hatters' Case) under the Sherman Anti-Trust law:

"The expanding organization of industry makes it essential that there should be no abridgment of the right of wage-earners and producers to organize for the protection of wages and the improvement of labor conditions, to the end that

(Continued on Page 7.)

TRADE-UNIONS IN GERMANY.

In 1731 organizations of workmen in Prussia were absolutely forbidden by law. This law was partially repealed in 1848, but soon put in force again, and was not finally abolished until 1868. They then increased rapidly, and as many were socialistic, and even revolutionary, in their scope the Government deemed them a menace and in 1878 once more passed laws against such unions, which had the effect of suppressing large numbers of bodies of workmen. In 1890 these restrictions were finally removed and nearly one-tenth of the German workers are now estimated to belong to some union. Some unions were started from economic, intellectual, or religious motives, but practically all have become socialistic.

There are now a great number of unions and subunions, but the great bulk of these are embraced in the following five groups: (1) The "Free" or Social Democratic Gewerkschaften; (2) the "Christian" Gewerkschaften; (3) the "German" or Hirsch-Duncker Gewerkvereine; (4) the Evangelical Workers' Union; (5) the Catholic Workers' Unions.

The Social Democratic Gewerkschaften, or, as it is usually known, the Free Trades' Union, is by far the most important and embraces some 1,100,000 of the total 1,500,000 union operatives in Germany. Of the 60,000 women in German unions some 48,000 belong to this organization. It is also the union that appeals most strongly to the textile workers, and of some 45,000 men and 20,000 women of the textile industry in unions, 41,000 men and 13,000 women are "Free" unionists. The largest group of workers belonging to the Free Union are the metal workers, then the masons, the wood workers, and the miners, the textile group ranking fifth.

This union was founded in 1867 and is the oldest of modern German trade-unions, with the exception of the smaller unions of the tobacco workers, founded in 1865, and that of the typographers, founded in 1866. All three of these were started before the old law forbidding such organizations was abrogated. The headquarters of the Free Union is at Berlin. It is a very powerful body of workers and is carefully organized. Each class of workers is grouped by themselves, according to sections, and these again subdivided. For instance, all textile workers around Augsburg are entitled to join the textile branch of this union, but are subdivided into the carders' union, the spinners' union, the weavers' union, the hosiery workers' union, etc., and the head of the general union at each center reports to headquarters at Berlin.

The objects of this union are educational, economic, and socialistic. The educational part is devoted to the education of the worker along technical lines, supplementing the primary school education by lectures, conferences, etc., and arranging apprenticeships. The economic part looks toward the raising of wages and the fixing of uniform wage schedules among all workers on the same line of work; giving relief in case of strikes and lockouts, sickness, etc.; placing workers; organization of co-operative societies; construction of good dwellings for workers, etc. The socialistic part deals with the general amelioration of the condition of the work-

ers, and is largely political. The annual assessment is from 8 to 16 marks, or say $3\frac{1}{2}$ to 7 cents a week, and these assessments, with other sources of income, such as investments, interest, etc., bring in over \$5,000,000 a year. The greater part of this sum is expended in sustaining strikes, agitating their propaganda by trade papers and other means, assisting the sick and invalid, relief to operatives out of work, funeral expenses, etc. The reserve fund is now about \$4,000,000. The Social Democratic Gewerkschaften is supposed to be nonpolitical, but they usually work with the Social Democratic party, though they are not necessarily supporters of any one party, but are free to work with any party from which they can gain anything in furtherance of their aims. The Social Democrats are avowedly atheistic, and the Social Democratic Gewerkschaften is largely so.

This atheistic tendency of the Social Democratic Gewerkschaften is one of the main causes that led to the formation of the Christian Gewerkschaften. The center of this union is at Cologne, and they number some 225,000 members, of whom about 32,000 are textile workers. Their objects are not materially different from those of the Social Democratic Union, except that they emphasize their belief in religion, and their main objects are the amelioration of the condition of the working classes by co-operation among themselves, securing an impartial administration of the laws, and improving and extending them.

The entrance fee of the Christian Union is 50 pfennigs (11.9 cents), but their yearly dues are higher than those of any other German union. These dues are varied according to the average wages received in the various trades, but run from about 15 to 30 marks (\$3.57 to \$7.14) a year. Their yearly receipts are about \$600,000, and they have a reserve fund of about \$300,000. Most of the railroad and postoffice employees belong to this union. In spite of their religious prejudices against the Free Union they work with it for the attainment of political ends.

Another union that exercises a strong influence is that called the German or Hirsch-Duncker Gewerkvereine, the latter name coming from its founder, Doctor Hirsch. Their objects are especially the securing of higher remuneration for work performed. They also agitate for the modification of labor laws in favor of the working classes, the betterment of conditions of work; they give aid in case of sickness or of stoppage of work, form co-operative societies, instruct workers and give them free counsel, and interfere in cases of difficulties between workers and employers to settle disputes and arrange wage schedules, etc. They are organized into different trades and these subdivided. Their total membership is about 115,000; only some 6,000 textile workers belong to this union. The object of this union was at first purely economic, but it is now more socialistic. The yearly dues are 10 marks (\$2.38). Their reserve fund is about \$800,000.

The Evangelical Workers' Unions, formed about 1880, are divided into five main branches, which lie in Westphalia, Rhine, Saxony, Silesia, and Baden. Their object is to elevate the worker morally and intellectually, but their lines of work are not materially different from the three socialis-

tic unions noted. They started as anti-socialistic, but most of their 150,000 members lean strongly toward socialism and are active politically. Their main strength lies among those engaged in commerce, such as clerks, bookkeepers, agents, employes in hotels and restaurants, etc., and very little among factory workers. They run a paper to exploit their views, possess libraries, savings funds, relief funds, bureaus for consultation and for placing workers, etc.

The Catholic Workers' Unions were started about 1885, and there are three main unions, those of the south, the east, and the west. Their objects are similar to that of the preceding unions, and they strive to raise the moral and intellectual level of their members within Catholic lines by means of religious and economic conferences. They issue a weekly paper, distribute tracts, and are active politically in furtherance of their aims. They work usually in conjunction with the Christian Workers' Union.

The rapid increase of workers' unions and their increasing insistence on shorter hours and higher wages has within the last few years led to similar organizations being formed among the employers for mutual protection.

There have been organizations among German manufacturers and employers in general for a long time, but such organizations were mainly local or for commercial purposes, for fixing or changing tariffs, etc. In 1876 there was formed in Berlin a central union of the German industries, the object of which was to develop and extend German trade. In 1904 the strike that broke out among the wigogne spinners' mills at Crimmitzchau, in Saxony, fixed the attention of manufacturers on the necessity of having a stronger organization to combat unjust demands of workers, and, at the suggestion of the Saxon manufacturers, the committee of the central union of German industries called a meeting of German employers, which decided to create a central association of the united employers of Germany. Eleven members were appointed to draw up plans and act as an executive committee in establishing the new association. They immediately wired to all manufacturers and in forty-eight hours had collected some \$75,000, and this was later added to largely.

This Central Association of the United Employers of Germany is now strongly organized and in its scheme of defense it embraces all the industrial unions of Germany. It was comparatively easy to organize the German manufacturers for the reason that the insurance laws of the Government had already forced all those in a certain trade in a certain section to work together on boards to administer insurance funds, examine injured and sick operatives, and to see that each factory had proper safety appliances, etc. They were, therefore, accustomed to working together and when menaced by this new danger they organized quickly on the new lines suggested.

This central union is composed of representatives from all the various German employers' unions, and they have subcommittees in each large industrial center representing all the employers' unions in that section. It is a principle among all these associations to try to avoid strikes and lock-

(Continued on page 10.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Unions)

NEGROES AND WHITES.

A few weeks ago the Export Timmermen's Association, of Mobile, refused to sign up with their employes and proceeded to cut wages as follows: from \$2.50 to \$2 per day, with overtime at the rate of 25 cents an hour, where formerly it was one hour and a half pay for one hour's work. To the credit of the boomsmen, who are all colored, they unanimously refused to accept the reduction and went out in a body, and as it was a hard matter to get local labor to fill their places, the "Hoosier" element was called upon, and to-day we find a number of white men scabbing on the negroes.

Thus it will be seen how one race is played against the other to the immense advantage of the unprincipled employer, and the "Hoosier" who is ever ready to blame the "Nigger" for almost anything that occurs is one of the most pliant tools in the hands of those who would use him as a club to whip a few under-paid negroes into line.

Secretary W. H. Frazier, left for New York recently, to attend a meeting of the officers of the International Seamen's Union of America and other affiliated unions. Comrade Bodine of New Orleans, will also be there, where he will undoubtedly meet many of his old friends, after his extended stay in the Gulf. Much good will be accomplished at the conference, and new ways and means devised to protect our interests, and also the safety of passengers at sea.

Shipping still continues dull on the Atlantic Coast, and the Gulf; freights are low, and charters very scarce. The war in Honduras is raising the very dickens with the fruit trade in the Gulf. Most of the steamers are going out of commission, consequently a number of members of the Atlantic Coast Seamen's Union are ashore out of employment.

INFORMATION WANTED.

John Nelson, born June 15, 1876, Carlskona, Sweden, is inquired for by his mother, Mrs. Annett Larsen, Quincy, Mass.

PROPOSED DANISH CANAL.

Alfred Christensen has submitted to the Danish Government a scheme for a canal across the northern part of the Peninsula of Jutland, making large use of the Liim Fiord, which passes into the Peninsula from the Kattegat for a considerable distance inland. The canal, as planned by Mr. Christensen, who applied for a concession to undertake the work, would have a depth of 26.25 feet and would probably secure a large part of the traffic between the North Sea and the Baltic. Dues would be imposed on all large vessels using the canal, and, while the concessionnaires would provide the funds for executing the works, they would be willing to arrange for the State to acquire a share in the undertaking.

Demand the union label on all products.

ODORS OF TOBACCO SMOKE.

Some odors are evanescent things; others are so persistent that it is next to impossible to get rid of them. Unfortunately these latter are apt to be of the disagreeable type, and in some cases an odor that is at first pleasant takes on an unpleasant flavor as time goes on. This is the case with the "reek" of tobacco, says a writer in *The Lancet*:

"Smoking nowadays is commonly tolerated in the house, and even in the drawing-room a cigarette is sometimes permitted. The smoking of a cigar, pleasant though it may be to the smoker, and however irreplicable its quality, is banned by most careful housewives in their sancta sanctorum because its reek is so persistent. The stale smell of cigar smoke in a room is peculiarly unpleasant and particularly difficult to get rid of. It clings to the curtains and to most of the articles of furniture which present any sort of an absorbent surface. It is not so to the same extent with cigarettes or with pipes. In the case even of a single cigar, books, papers and textiles reek of its stale flavor, and the room requires abundant airing before that flavor is completely eliminated."

This effect, we are told, may be traced to the fact that a cigar produces pungent aromatic oils in greater abundance than a cigarette or a pipe. With the cigarette, oils are probably burned even if they are formed, while in the pipe they condense in the stem. In the cigar they seem chiefly discharged into the air. In the form of a cigar tobacco would appear to produce more oils than in the form of a cigarette or when burned in a pipe. We read further:

"Such common observations are not without hygienic significance. Pyridine, the most poisonous oil produced in the semi-combustion of tobacco, is an abundant product in cigar smoking, as it is also in the pipe, but in the latter there is condensation, while in the former there is little or none. In the cigarette so intimately in contact with the air is the burning portion that the production of distilled oils is, comparatively speaking, trifling. The symptoms of tobacco smoke poisoning are not necessarily due to nicotine; they are more often due to pyridine, or poisoning from tobacco-tar oils. The tobacco heart is more often traceable to free indulgence in cigar smoking than to a similar indulgence in the pipe and the cigarette. Young boys can smoke—to their great damage, nevertheless—a considerable number of cigarettes or even pipes, but an equivalent in cigars more than satisfies their tobacco appetite, so soon are the toxic effects of cigar smoking made apparent to them. The danger of excessive cigarette smoking is that though no marked symptoms may be manifested or experienced, yet in the long run decided harm is done and a dangerous habit, akin to 'nipping,' is cultivated, which is often found very hard to abandon."

It is proposed to build a medical college at Lucknow, British India, as a memorial of the visit of the Prince of Wales in 1905, at a cost of \$1,250,000.

GERMAN POPULATION.

Although a census is taken in Germany every five years, the last one being in 1905, an industrial census was taken in 1907, in which the inhabitants were also enumerated. While it will probably be some time next year before the report in its entirety is published, the number of inhabitants in the Empire has practically been determined.

The entire population amounts to 61,697,277 (in 1905, 60,641,278), an increase of 1,055,999, being an increase in one and one-half years of 1.74 to the 100, or 1.15 to the 100 population per year. Between 1900 and 1905 the yearly increase was 1.46 per 100, showing a small falling off. This may in a measure be accounted for by the fact that the regular census was taken in the winter, when many of those who perhaps seek employment in foreign countries are at home, while the industrial census was taken in the summer when many people are away from home. It was also shown that there is a marked migration from the eastern toward the western provinces of the Empire, much more observable than shown in any former census.

The census shows there were 30,453,270 males and 31,244,007 females, an increase of males from December 1, 1905, to June, 1907, of 568,589 and of females of 487,410. The large increase of males over females may be partially accounted for by the fact that during the summer many workmen from Russian Poland, Austrian Galicia and Italy find employment in Germany on the farms and on public works.

The industrial census showed 13,459,520 households, an increase of 184,989 over 1905. There were 2,928,074 industrial establishments, a decrease since 1905 of 132,787.

GERMAN SHIPBUILDING.

During the past year there were built in the shipyards of Germany 435 steamships with a total of 311,105 gross register tonnage, and 516 sailing vessels aggregating 57,337 gross register tonnage, while 203 steamships (369,172 gross register tonnage) and 270 sailing ships (47,015 gross register tonnage) were on the stocks in course of construction at the end of 1907. Of the steamships turned out and in course of building 38 were men-of-war, having a total of 128,088 gross register tonnage.

In addition, 67 steamships (162,278 tons) and 145 sailing vessels (38,650 tons) were either built or in course of building at foreign shipyards for German account last year. As an offset to this, 112 steam and sail vessels were built in German yards during the past year for foreign countries. There were still on the stocks, at the end of December, 29 steam and sail ships (total 13,600 tonnage) which were ordered by foreign customers. The outlook for German shipbuilding interests in 1908 does not appear so promising, foreign trade and business in general taking a relatively downward course.

Twenty years ago not a single railway traversed the districts of Bezvada, Madras Presidency.

Domestic and Naval.

Rear-Admiral Robley D. Evans was placed on the retired list on August 18.

Rear-Admiral James Kelsey Cogswell, United States Navy, retired, died at Jacksonville, Fla., on August 14.

The large steamer Kingston was rammed on August 11 on Lake Ontario by the excursion steamer Titania. The Titania sank and one passenger is missing.

Low water in the Ohio River has made it impossible to operate the Pittsburgh and Cincinnati Packet line, one of the largest transportation concerns plying that river, profitably, and it has gone into a receiver's hands.

The Merchants and Miners' Savannah liner Parthian, which was burned in the recent fire at Philadelphia, Pa., was taken to Wilmington, Del., recently, to undergo repairs at the yards of the Harlan & Hollingsworth Corporation.

It is understood that the White Star line has opened negotiations for the construction of an immense dry-dock at Southampton, Eng., capable of receiving the new leviathans, Olympic and Titanic, intended for the New York service.

The crew of the leaking schooner Fortune, from Philadelphia for Calais, recently at Vineyard Haven, Mass., refused to go further in the vessel, claiming that she was unseaworthy. They were paid their wages and discharged.

The schooner Charles K. Schull, from Philadelphia, Pa., with a cargo of coal, which was picked up by the steamship Ocmulgee and towed to Southport, N. C., will probably be towed to Charleston for repairs. The cargo is in fine condition.

The Navy Department has awarded a contract to Barber & Co. of New York for 15,000 tons of coal to be delivered at Magdalena Bay and the Bremerton (Wash.) Navy Yard for the use of the Pacific fleet at \$7.30 per ton. There were twelve bidders.

Encouraged by the success in European waters of his new yacht Shamrock, Sir Thomas Lipton is more anxious than ever to try again for the America's Cup. There are still five weeks for him to issue a challenge for a race off Sandy Hook in August of 1909.

The Navy Department has sold the converted yacht Shearwater, which has been lying at the Philadelphia Navy Yard, to Samuel B. Wilson, of that city, for \$1,536. It has also sold the St. Mary's, lying at the New York yard, to the Butler Company, of Boston, for \$5,052.

The American fishing schooner Dictator, Captain Wild, was seized at Liverpool, N. S., on August 13. The vessel arrived for bait, and being unable to obtain it cleared for Port Morrien, where a supply was received. The captain, not knowing that the latter is a port of entry, put to sea without reporting to the Customs officials.

The Philadelphia schooner Charles I. K. Schull, which was wrecked off Cape Lookout, N. C., during the recent West Indian hurricane, was towed into Southport by the Brunswick steamship Ocmulgee. The vessel and her cargo were valued at \$28,000. Captain Peckworth and seven members of the crew of the Schull were rescued by the steamship Kansas City and landed at Savannah.

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INFORMATION WANTED.

Whoever knows the whereabouts of Seaman Julius Friedrich Clausen, born at Flensburg, Germany, is requested to inform the German Consul, 51 Third street, San Francisco.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

Any person knowing the whereabouts of the relatives of James Flanagan, who was a member of the Atlantic Coast Marine Firemen's Union and who died in New Orleans, La., in the month of March, 1908, will please communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

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INFORMATION WANTED.

F. Langc, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Peter Bengson, at one time a member of the Longshoremen's Union at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Soderquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Erickson, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Erickson, Box 155, North Chicago, Ill.

Pacific Coast Marine.

Edward P. Bartlett was recorded at the San Francisco Custom-house on August 8 as master of the steamer Watson, vice John Griffith. The steamer Winnebago, G. H. Ewart master, was enrolled on the same day.

Nicolai F. Marxen was recorded at the San Francisco Custom-house on August 10 as master of the steamer Hornet, vice Aksel Sorensen. William Herhold was recorded as master of the steamer Union, vice W. T. Treble.

No news has been received from the British steamer Aeon, which was placed on the overdue list on August 13, being nine days overdue from San Francisco to Sydney. Her rate was raised from 15 to 25 per cent.

It was reported on August 14 that the German steamer Anubis, which went ashore at San Miguel Island some weeks ago and which at first was thought to be a total wreck, has been safely floated and will be towed to San Francisco at the earliest moment to undergo repairs.

L. E. Atwater was recorded at the San Francisco Custom-house on August 14 as master of the steamer Argo, vice C. Matson. The steamer Fifield, C. P. Jensen master, was enrolled at the Custom-house and the steamer Tallac, Louis Hansen master, was registered on the same day.

News has been received of the seizure, while attempting a raid upon the Cooper Islands seal rookeries, of the Japanese sealing schooner Miye Maru, which took part in the raid at St. Paul Island, Bering Sea, when five Japanese were killed and 12 wounded.

E. Fourratt, Jr., was recorded at the San Francisco Custom-house on August 13 as master of the steamer Modoc, vice B. N. Rideout. The schooner Young America was enrolled at the Custom-house on the same day with T. B. Bo as master.

Fears as to the safety of the whaling schooner Rosie H. have been set at rest by her arrival at Unalaska prior to July 1. When a derelict with a stump mast showing was reported off Cape Flattery recently by the schooner Archer many thought that it was the Rosie H., as she was long overdue and had not been reported.

Surveys have been made at Seattle, Wash., by a board of naval officers of the steamships Shawmut and Tremont. This was done by request of the Secretary of War, Congress having appropriated money to buy them. It is proposed to use them first as freighters for the Canal Commission and afterward to utilize them as colliers.

A libel was filed in the United States District Court at San Francisco on August 13 by the Moore & Scott Iron Works against the New York and Pacific Steamship Company to recover \$3,305.22 alleged to be the balance due on a bill of \$8,305.22 for repairs on the British steamship Cacique owned by the respondent company.

Advices reached San Pedro, Cal., on August 13, that the steamer Hazel Dollar left Shanghai, China, on July 12, with a consignment of 500 tons of pig iron for delivery to Los Angeles iron foundries. This is the first time in the history of the San Pedro Custom-house that an iron shipment has been recorded from an Oriental mine or mill.

Collector of the Port Stratton, of San Francisco, has been advised by the Treasury Department to remit the fine of \$25,000 assessed against the master and agent of the Kosmos liner Assuan for coming into San Francisco minus consular bills of health from five foreign ports of call. The Department announces that this action must not be taken as a precedent.

The following vessels were enrolled at the San Francisco Custom-house on August 12: Steamer Quinault, J. L. Chrestensen, master; steamer Sibyl Marston, C. Schilensky, master; ship William A. Marcy, S. G. B. Groth, master. Martin Hamburg was recorded at the Custom-house on the same day as master of the steamer J. D. Peters, vice O. J. Johnsen.

Under order of the United States District Court at San Francisco, the United States Marshal, on August 14, sold the sloop yacht Badly Used at auction for \$50 to satisfy the libel of H. Anderson for repairs to the boat amounting to nearly \$400. The marshal can not yet understand why the libellant did not bid the yacht in for the amount of his claim, at least. She was bought by E. Wilson.

The American ship Edward Sewall, which had been on the overdue list for a few days, arrived at Delaware Breakwater, on August 10. The Edward Sewall was one of the three competitors in a sailing race from Honolulu to Delaware Breakwater. She left Honolulu on April 6. One of the other ships, the Atlas, arrived at the Breakwater first.

It has been decided by the Navy Department to erect a wireless station in Prince William Sound, Alaska. This station will be about 500 miles from the military wireless station now being installed at Fort Gibbons, Alaska, and it will form the connecting link between that station and the Navy wireless communication by the Pacific Coast to the Alaska stations.

It is announced that Captain Ellingson, late of the Cape Disappointment station, at the mouth of the Columbia River, has been selected to succeed Captain Hennig in command of the Life-Saving station at Eureka, Cal. Hennig's resignation was filed with the Department some time ago. Captain Ellingson, like Captain Hennig, is a veteran in the service.

The steamer Charles Nelson which left San Francisco August 9, bound for Port Townsend, Wash., with the schooner Borealis in tow, met with an accident on the 11th when twenty-five miles off Crescent City. While steaming along the crank of the propeller shaft broke and the vessel was completely disabled. The Nelson drifted about for forty hours before temporary repairs were completed. The steamer was then headed for San Francisco, where she arrived on the 14th.

The Alaska Packers' Association is preparing its shipyards and warehouses in Alameda, Cal., to receive what is expected to be the largest catch in its history when the fishing fleet arrives in the latter part of September with more than 2,000,000 cases of salmon packed in the thirty-two ships which are either owned or chartered by local packers. It is anticipated that it will require more than the ordinary quota of 300 workmen in the shipyards this year to get the fleet ready for next year's voyage north.

The San Francisco Chamber of Commerce has received a letter from the Chamber of Commerce of Astoria, Or., stating that an independent steamship line has been established between Astoria and San Francisco. The steamer Johan Poulsen, the first of the new line, sailed from San Francisco, for Astoria on August 14. After that date there will be regular sailings about every five days. The merchants of Astoria are eager that the new line receive sufficient freight from San Francisco shippers so as to justify its maintenance.

Two libels were filed in the United States District Court at San Francisco on August 11 by the Pacific Stevedoring and Ballasting Company against the ship British Yeoman, one carrying a claim of \$1,035.41, the other \$630, both being for supplies furnished and for repairs. The British Yeoman has been a feature in the courts ever since she made port from Australia. The first suit was brought against her cargo of coal to recover freight money. Next a libel against the ship filed by the owners of the ship Drummur, who want \$3,840 for damages growing out of a collision, and this was followed by the latest suit.

Following is the reinsurance list, as posted at San Francisco on August 14: Bark Ester, 253 days from Amsterdam for Macassar, 80 per cent; bark Carned Llewellyn, 177 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 166 days from Port Talbot, 60 per cent; bark Good News, 209 days from Wilmington for Tacoma, 50 per cent; ship Aberfoyle, 170 days from Antwerp for Pclotas, Brazil, 10 per cent; bark Inverness, 157 days from Wallaroo for Queenstown, 8 per cent; bark Olivia, 132 days from Kaipara for Hull, 8 per cent; ship Elisa, 151 days from San Francisco for Queenstown, 8 per cent; ship Scain, 153 days from Adelaide for Falmouth, 8 per cent; bark Jean Baptiste, 109 days from Caleta Colosa, 8 per cent; steamer Aeon, 40 days from San Francisco for Auckland, 25 per cent.

Owing to the fact that the sale of the schooner Enterprise on order of Judge De Haven of the United States District Court at San Francisco only netted \$235 and the awards made by Commission Brown to the several libellants and interveners aggregate \$1,306.97, an order was made on August 11 for the sale of the pump and gasoline engine which were on board the schooner prior to her sale and which remain in the hands of the marshal. The claims under the libel are as follows: W. A. Boole & Sons for repairs, \$534.22; C. A. Hooper & Co. for towing, \$300; William Brockleman services as engineer and deck hand, \$194.50; George Brockleman services as deck hand, \$39.17; J. V. Coffey services as engineer, \$55.33; W. J. Emerick for piloting and for services and material furnished in floating the schooner and towing her to San Francisco \$143.75.

SEXTANTS FOR SALE.

Two sextants, the property of a member of the Sailors' Union of the Pacific, who was compelled to go to the Fort Stanton Sanitarium, are offered for sale at a very low figure. Apply to E. A. Erickson, First Patrolman, Sailors' Union, 44-46 East street, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

For good beds and clean rooms go to "THE HARRISON," 456 Harrison street, corner of First, San Francisco.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½ A Lewis St., Boston, Mass.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters:

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MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:

NEW YORK, N. Y., 12 South St.

Branch:

BALTIMORE, Md., 502 East Pratt St.

HARBOR BOATMEN'S UNION OF NEW YORK AND VICINITY.

Headquarters:

NEW YORK, 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:

WHITEHALL, N. Y.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 143 West Madison St.

Branches:

MILWAUKEE, Wis., 133 Clinton St.
BUFFALO, N. Y., 55 Main St.
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CLEVELAND, Ohio, 81 Main St.
OGDENSBURG, N. Y., 40 Ford St.
TOLEDO, O., 64 Main St.
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Agencies:

DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 North Third St.
ASHLAND, Wis., 515 East Second St.
BAY CITY, Mich., 108 Third St.
FT. WILLIAM, Ont., Canada, Box 235.
KINGSTON, Ont., Canada (Box 96), King St.

Sub-Agencies.

MANITOWOC, Wis., 725 Quay St.
ERIE, Pa., 222 State St.
CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, ILL., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, Ohio, 1185 River Ave., N. W.
CHICAGO, Ill., 38 W. Randolph St.
DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 208 Fraser St.

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Headquarters:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 828 R.

Branches:

DETROIT, Mich., 33 Jefferson St.
TOLEDO, O., 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, O., 74 Bridge St.
CLEVELAND, O., 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor; P. SCHARRENBERG, Mgr.

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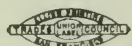
To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific,
44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 19, 1908.

READ, MARK, AND ACT!

The statement issued by the Executive Council of the American Federation of Labor on the position of the political parties toward the legislative proposals of organized labor will be regarded as satisfactory or as disappointing, according to the wishes or interests of the readers. Stated in a more concrete fashion, the announcement of the Executive Council will be satisfactory to all sincere will-wishers of the labor movement, and disappointing to all who, from one motive and another, would prefer that the labor movement had been committed to a violation of its own principles and policies. The friends of the labor movement will be well contented with a plain statement of the facts in the case, knowing themselves fully capable of judging and acting upon the facts in the manner best calculated to further their own interests. The enemies of the labor movement will be dissatisfied with such a statement, for the reason that they are deprived of a long-looked-for opportunity to gloat over a departure from the time-honored policy of the labor movement in keeping aloof from partisan politics. The Executive Council of the American Federation of Labor is to be congratulated upon its success in both directions, in pleasing its friends and in displeasing its enemies.

While the statement of the Executive Council is free from the charge of "doing politics" for any one party, it is equally free from the charge of evading the issue. All the essential facts are set forth in terms which are mainly literal quotations from the public records of the parties. The comment accompanying these quotations is confined to matters so obvious as to be beyond question as to its justice or as to its propriety. Withal the statement does not lack in the force of its appeal to the judgment of the reader as to his duty at the coming election. The facts are stated so plainly, the results that must inevitably follow the present tendencies of the law-making and judicial bodies are indicated so logically, that there remains no room for doubt in

the minds of sincere and intelligent men as to the course to be pursued with reference to the political parties.

Of course, the charge will be made that the statement in question is a partisan one, that it is in effect an indorsement of the Democratic platform. That charge implies more than is intended by those who make it; it implies an acknowledgment of the only inference that may be deduced from the facts, namely, that as the Democratic platform alone recognizes the rights of labor, the Democratic party alone should receive the support of labor. So far as the charge of partisanship may lie against the statement of the Executive Council, that charge has its basis, not in the statement itself, but in the facts set forth in the statement. Certainly it is not the fault of the Executive Council if the facts stated by that body compel the conclusion that it is favorably disposed to one of the parties involved. The responsibility for this conclusion must lie with the facts which compel it.

On the whole, the statement issued by the Executive Council must be regarded as well adapted to the purpose for which it is issued, as an aid to the reader in forming his own judgment in the political situation, while at the same time conserving the laws of the American Federation of Labor in the matter of political action. Every trade-unionist should read, mark, and act upon the statement of the Executive Council, basing his action, not upon any suggestion of partisanship, real or alleged, but solely upon the facts contained in the statement and with a view primarily to the effect of his action upon his interests as a trade-unionist and citizen.

Our contemporary the Bakers' Journal draws the attention of the labor press to the fact that "the organized bakery workers have a label of their own, which guarantees to the consuming public that all baked goods bearing that label have been manufactured by union men and under union and sanitary conditions." This reminder is especially apropos in these days when the union label is becoming more and more potent as a means of furthering the interests of labor. Our readers should demand the Bakers' label, if only as a means of assuring the cleanliness of bakehouse products.

Times are improving; no doubt about that! Witness the increased opportunities for "prominent (and also expelled) labor leaders" in the industry of "denouncing Gompers' bargain to deliver the labor vote." Be it noted, further, that the pay, whatever it is, is a good deal more than the work is worth.

Considered with reference to the established policy of the American Federation of Labor in political affairs, the statement issued by the Executive Council of that body has the distinguished merit of being both right and consistent.

It is mildly interesting to note that those "prominent labor leaders" who deny "Gompers' right to say how labor shall vote," do not hesitate to assume a right on their own part to say how labor shall not vote!

The time has arrived when labor must "put up or shut up." Send all "put up" to Frank Morrison, 423-425 G street, N. W., Washington, D. C.

APPEAL FOR FUNDS.

The American Federation of Labor has issued an appeal for funds to carry on the work necessary to inform the public concerning the labor planks in the respective political platforms. The appeal is addressed to "Organized Labor and Friends in the United States," and contains a resume of the issues now confronting the labor movement. Referring particularly to the need of funds and the purposes for which these are required, the appeal says:

You can readily understand that we shall have to depend almost entirely upon such financial contributions in the present crisis as our union men and our friends can give. To secure tangible results, not only members of organized labor but all the workers must be informed through the medium of speakers and by the distribution of literature and large quantities of printed matter as to the issues involved. The real issues in which the vital interests and rights of the toiling masses are involved must be set forth so that the men in the ranks of labor and all others will neither be confused nor divided. * * *

You are therefore again urged to contribute as promptly and as generously as possible, and to forward the contribution of your organization and its members, and such funds as the committees of your union can gather, to enable the Executive Council of the American Federation of Labor to take up the work immediately and with vigor.

Let us stand by our friends and elect them. Let us oppose our enemies and defeat them, whether these be candidates for President, Congress, Governor, State Legislatures, or for the Judiciary. Let all unite with the determination to see that labor's wrongs are righted and labor's rights secured.

Send all contributions to Frank Morrison, 423-425 G street Northwest, Washington, D. C., who will promptly receipt for the same.

This appeal should meet with prompt and generous response on the part of the labor organizations, the individual members thereof and the friends of the labor movement among the public at large. Every consideration—chiefly the consideration of self-defense—should impel the trade-unionists to contribute according to their means. It is apparent that the opponents of organized labor will use every means within their power to misrepresent the position of organized labor, to denounce its methods and to discredit it generally with the people of the country. In the press and on the stump the voice of labor's enemies will be heard to the fullest possible extent. In these circumstances, shall labor remain silent?

It should be borne constantly in mind that the present campaign is likely to affect the future of labor in a connection independent of the results of the election. The affairs of labor, and particularly the character and portion as that movement takes part in the discussed more widely than ever before. The effect of this discussion will be advantageous or otherwise to the labor movement, in proportion as that movement takes part in the discussion. Given the proper financial support by the trade-unions, the latter need have no fear of the results in this connection. Labor has nothing to fear but everything to gain from the widest possible discussion of its affairs, provided always that it secures a proper hearing of its own case. The appeal of the American Federation of Labor is urgent, but no more so than the needs of the situation. In the language of the appeal itself, "no man can fail to bear the responsibility toward himself and his fellows to-day and for generations to follow, without being recreant to his own conscience and the moral obligation devolving upon him."

LET THE VOICE OF LABOR BE HEARD!

Read the JOURNAL's ad columns for fair products of all kinds.

FURUSETH IN BELGIUM.

While in Belgium I found it rather difficult to get the information I was seeking. The seamen's union includes sailors, firemen, cooks and stewards, to the number of 400. There is not much shipping in Belgian vessels, as there are few of them; probably the vessels under that flag do not carry more than 3000 men.

The laws are without exception the hardest of any that I have so far found. Failure to join a vessel, leaving after having joined, and leaving in a foreign port are punished by imprisonment. If more than one man commits any of these offenses at one time, the term of imprisonment is increased. In some instances the penalty is a mixed one, i. e., imprisonment and service in the Navy at the lowest rating, if there be a warship to which to send the offender. Disobedience of commands is punishable by short rations, mast-heading, irons, and irons in the brig, besides forfeiture of pay. Advance is paid in amounts proportioned to the length of the voyage. No one can ship without papers, but the crimps attend to that formality for a consideration. Antwerp is the paradise of the erimp, resembling San Francisco in her palmiest days.

During the past five or six years efforts have been made to organize the seamen. Such organization as now exists was formed under the protection of the Socialists. There are thirty-five members of the Socialist party in the lower house and seven in the upper house, but no effort has so far been made to change the maritime law. When I suggested such a change to the seamen's secretary, who is also secretary of the combined Socialist unions, he asked me in the most innocent way if I really thought there could be any comparison between the diamond-cutters (he is a diamond-cutter by trade) and the seamen! The bare idea of the seaman being entitled to any personal freedom seemed to him so strange as to be ridiculous.

As to other workmen, they are bound to give fourteen days' notice before quitting work, although if they quit without giving notice they can not be punished criminally, only civilly. This, however, is very rarely done. Practically, they may quit work singly or in combination.

Boycotting is punishable under the criminal law; so also is the act of inducing, by threat or otherwise, any man to quit work or to refrain from going to work. Several labor officials, both of purely trade-union and of Social-Democratic affiliations, have been imprisoned for these offenses.

There are two factions in the labor movement of Belgium, first, those affiliated with the Social-Democratic party, who consider politics primarily, and trade-unionism as an afterthought, if at all; secondly, those who consider trade matters (wages, hours of labor and shop conditions) as of chief importance and politics as only an incidental matter. Between these two factions there is a strong antipathy; they seem to dislike each other almost as much as they dislike the "capitalists."

I found a sincere and earnest man in the President of the seamen's union. He is a fireman who has sailed from the United States and has also served in the United States Navy. He means to do right, and can understand what is told him, but there are none here to advise him. He said that he is going after the politicians in the effort to induce them to enact legislation giving freedom to the seamen, but he had little hope of accomplishing anything. His immediate hope is to get the city to establish a public shipping-office and thus secure some hold on the crimps.

The wages of the seamen are about the same as they have been for the past ten years. The wages of other classes of labor have increased slightly, between five and ten per cent. An exception to this rule exists in the case of the diamond-cutters, whose wages have doubled in the period named. The latter trade has the best union, and it is organized on purely trade-union lines.

Fraternally,

ANDREW FURUSETH.

London, Eng., July 25, 1908.

The Kosmos liner Radames collided with the pilot-boat Lady Mine off San Francisco bar on August 8. The Lady Mine was damaged to the extent of \$2,000.

A. F. OF L. PRESENTS THE SITUATION.
(Continued from Page 1.)

such labor organizations and their members should not be regarded as illegal combinations in restraint of trade."

The other declarations in the Democratic platform include things which the workers have demanded for many years.

WE EARNESTLY URGE THE WORKERS AND ALL GOOD CITIZENS TO CONSIDER MOST CAREFULLY AND THOUGHTFULLY THE ATTITUDE OF THE TWO GREAT POLITICAL PARTIES TOWARD THE FUNDAMENTAL RIGHTS AND PRINCIPLES EMBODIED IN LABOR'S DEMANDS. STUDY THEIR RESPECTIVE PLATFORMS, AND THEN VOTE AS YOUR CONSCIENCE DICTATES.

On the one hand we have a Republican Congress absolutely refusing to enact the demands of the workers for right and equitable legislation and boasting that it is willing to take the consequences. Following this action of Congress we have the convention of the Republican party scorning Labor's demands and adopting a so-called "injunction" plank which is an insult to the intelligence of every voter in the land. A plank which declares for the continuance and perpetuation of the abuse of the injunction process in its arbitrary application to labor disputes.

The Republican party definitely lines up with the corporate interests of the country and defies the people to help themselves.

The Democratic party indorses Labor's demands and pledges itself to carry them into effect if it is put into power.

WE EARNESTLY ASK YOU TO MAKE THE CHOICE WHICH IS IN ACCORDANCE WITH THE BEST INTERESTS OF YOURSELVES AND OF ALL THE PEOPLE. IF THE MEN OF LABOR AND OUR FRIENDS FAIL TO DO THEIR DUTY, THEY WILL HAVE TO RECKON WITH EVEN A WORSE CONDITION OF AFFAIRS THAN NOW OBTAINS.

We feel that we need not do more than state the facts above outlined. The workers and their friends have had experience in the past year of what the party now in power can do and intends to do. The very feeling of outrage and indignation which prompted the decision of the workers to use their political power to protect themselves will guide you as to how to cast your vote.

Elect Your Friends; Defeat Your Enemies.

We urge the workers to take up this campaign with the utmost enthusiasm and energy. Scan every candidate's record; study his party platform. Be not deceived by vague, unofficial, plausible assurances of friendship. Let partisan affiliations be cast aside in the great struggle to preserve the rights and the freedom, not only of the working people, but of all the people.

Already the campaign of lying and misrepresentation is in full swing. Labor's attitude and that of its representatives is falsely stated. Wrong conclusions are purposely drawn in order to mislead Labor and its friends from the concerted action which will tend to protect and preserve our industrial and civic rights.

Wherever a man decries and discourages the effort of the workers to unite and use their political power, scan his motives—they will not be difficult to discover.

We trust that the perception of the motive behind such statements and the application of ordinary common sense on the part of the people will be sufficient to render harmless the lying attacks from any quarter.

Conscious of an unswerving purpose to serve our fellow-workers, our fellow-men, in all things which will safeguard and protect their just rights and interests, which will promote their constitutional liberties and freedom, we shall in the future, as in the past, endeavor to do our duty and render service to the best of our ability without regard to flattery on the one hand or browbeating and bulldozing tactics on the other. We shall rely on the earnestness, honesty and intelligence of our fellow-workers and count upon their loyalty to the great cause of Labor, which, in the last analysis, is loyalty to themselves and their country.

We now call upon the workers of our common country to stand faithfully by our friends, oppose and defeat our enemies, whether they be candidates for President, for Congress, or other offices, whether executive, legislative or judicial.

Stand by your unions; let the spirit of unity, fraternity, justice and love of freedom guide you.

By order of the Executive Council of the American Federation of Labor.

Fraternally yours,

SAMUEL GOMPERS,
President, A. F. of L.

Attest: FRANK MORRISON,
Secretary, A. F. of L.

Executive Council—Samuel Gompers, President; Frank Morrison, Secretary; John B. Lennon, Treasurer; James Duncan, First Vice-President; John Mitchell, Second Vice-President; James O'Connell, Third Vice-President; Max Morris, Fourth Vice-President; Denis A. Hayes, Fifth Vice-President; Daniel J. Keefe, Sixth Vice-President; William D. Huber, Seventh Vice-President; Joseph F. Valentine, Eighth Vice-President.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 17, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping unchanged, except for a slight improvement in offshore shipping.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, Aug. 10, 1908.
No meeting; no quorum. Shipping quiet.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, Aug. 10, 1908.
Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 10, 1908.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 9, 1908.
No meeting; no quorum. Shipping and prospects poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 10, 1908.
Shipping improving.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, Aug. 10, 1908.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 10, 1908.
Situation unchanged.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 10, 1908.
Shipping fairly good; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Aug. 3, 1908.
Shipping slack.

JOSEPH T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 13, 1908.

Regular weekly meeting called to order at 7:30, Dan Fulton in the chair. Secretary reported shipping slack and general conditions unchanged.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Aug. 6, 1908.
No meeting. Situation unchanged.

LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Aug. 6, 1908.
No meeting. Shipping slack.

CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 10, 1908.
Situation unchanged.

A. McKECHNIE, Acting Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Aug. 3, 1908.
Shipping dull.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 11, 1908.
Shipping improving.

WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Aug. 6, 1908.
Shipping dull.

DANIEL SULLIVAN, Secretary.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



A DESPERATE DEVICE.

Having been successfully checkmated in their efforts to disrupt the seamen's unions on the Great Lakes, the "Open Shop" owners have adopted the time-worn device of compelling their employes to renounce the unions, as a condition of employment. The Cleveland Press, of August 1, thus describes the situation:

The most determined and systematic fight ever made against organized labor on the Great Lakes is now being waged under cover of the "Open Shop" policy declared by the Lake Carriers' Association last winter.

The latest move in the attempt to kill the unions is in requesting all stewards, seamen, firemen and oilers to make an affidavit renouncing all allegiance to their unions, swearing it is their intention not to join any and taking an oath not to join in any strike. Men who make the affidavit are given employment. Those who refuse find no work on the vessels on which the affidavits are demanded.

This move, made without the sanction or approval of the Lake Carriers' Association, has caused a big row in that organization, most of the independent owners being opposed to it.

At present the affidavit is being used on the vessels of the Pittsburg Steamship Company, a subsidiary organization of the Steel Trust, and on most of the vessels carrying iron from the Steel Trust's mines. Many of the independent boat owners do not ask that the oath be taken, but so great is the number of boats on which it is required that it may be said to be in effect generally.

The affidavit is as follows, the State and county being changed when the occasion requires:

State of Ohio, County of Cuyahoga, ss:

John Doe, being first duly sworn, deposes and says as follows:

I hereby renounce all allegiance to any and all labor unions, particularly the stewards', seamen's, firemen's and oilers', and I declare it my intention not to join either as long as I follow sailing for a living.

I am, therefore, at the present time a non-union man, and, if I can get a position on a Lake vessel, in the event of any strike of any description involving the _____ Union, I will stay by the ship and faithfully perform my duties as such employe as long as satisfactory to the officers of such ship.

JOHN DOE.

Subscribed in my presence and sworn to before me this _____ day of _____, 190—, _____, Notary Public.

The form of this affidavit was made up in the Cleveland offices of one of the largest steamship companies on the Lakes. Hundreds of copies of it were made on a copying machine and given to shipping masters in various ports through the office of A. R. Rumsey, the Lake Carriers' chief shipping master. Sam Gould, chief inspector of the shipping offices, distributed copies of it to captains of vessels.

In some cases notaries have gone aboard the ships and administered the oath. In

others, the men have been asked to go to a designated notary and take the oath.

Last week a crew was sent to a notary in the Perry-Payne building and after taking the oath the men paid a quarter apiece to the official before whom they took it.

One of the blank forms was shown Saturday to J. H. Sheadle, manager of the Cleveland-Cliffs Iron Company's fleet and vice-president of the Lake Carriers' Association.

"I have heard of that affidavit before," said Sheadle. "This is the first time I have seen it. Positively it was done without the knowledge of the Lake Carriers and never had the approval of that organization. So far as the Cleveland-Cliffs company is concerned, it has never asked any man to make an affidavit to that effect."

Union officers confirm Sheadle's statement regarding the Cleveland-Cliffs company.

"Sheadle's captains ask no questions about the Union," said one Union official. "But the Cleveland-Cliffs boats carry their own ore, and are not at the mercy of the Steel Trust."

A studied effort is made at shipping offices to blame the captains of the steamers for the affidavits.

"It's up to the captains," said Rumsey. "They can do as they please. If they want union men, all right. If they want non-union men, all right. I send them what they want."

Rumsey admitted, after much questioning, that he had heard of the affidavits, but declared that a couple of captains had prepared them and caused the copies to be made.

"At first the men declined to take the oath," said a Union official, "but we advised them to do so, and explained that it was worthless. They are signing it when they are asked—and they are generally asked. But if a strike ever is declared they will be loyal to the Union."

"At first we thought it was against the law, but our attorneys tell us it is not, and we can do nothing but sign, and fight when the time comes."

The Cleveland Press, of August 3, contains the following additional comment:

The Lake Carriers' Association has taken no official action with reference to the anti-union oaths administered to sailors, stewards, oilers and firemen before they are given work on a vessel.

It is probable that no action will be taken, although vesselowners are indignant at the practice and say they would stop it if they could. But they declare it is done so adroitly they are helpless.

"An effort is being made to keep the Steel Trust steamers and the steamers carrying Steel Trust ore in the background by blaming the captains of those vessels for the affidavits, but neither independent owners nor sailors are deceived by this," said an independent.

"The idea of a corporation that is a member of the Lake Carriers, which is simply an owners' union, trying to kill a workingman's union would be absurd if it were not so monstrous. I favor an "Open Shop," but I am opposed to forcing a man to leave his

union, just as I am opposed to forcing him to join one. I would be ashamed to ask men to take such an oath.

"I know several owners who said to crews, 'You know you can not obtain work unless you go through the form of making this affidavit. It is forcing you, just as much as though a revolver was aimed at your head, therefore it is no good. Sign it and when you want to strike, go ahead and strike.'"

"I believe the independent owners would like to work in harmony with the unions," said Harry Thomas, secretary of the United Trades and Labor Council, "but the Steel Trust wants to kill them. The owners and sailors had years of fighting which neither enjoyed, but in recent years there has been peace. When times were good and union men were needed, they were good fellows. Now, in dull times, the boots for them."

"The anti-union oath is one of the most nefarious and un-American things I ever heard of. It is immoral, downright immoral, and should be illegal."

The following is an opinion upon the legality of the affidavit required by the Lake Carriers' Association from seamen who desire to continue the calling of seamen on the Great Lakes, and shows plainly the utter uselessness of requiring men to sign, as the affidavits are neither legal or binding upon any one. An affidavit you make as to something that has happened is legal and binding. An affidavit you make as to something that is to happen is not legal or binding. The opinion, taken in connection with the foregoing two articles from the Cleveland Press, shows the seamen just where they stand, and how far they may go. The opinion follows:

August 3, 1908.

Office of Matt. G. Spaulding,
Attorney at Law,
Conneaut, Ohio.

W. H. Jenkins, Conneaut, O.

Dear Sir:—I have your request for my opinion as to the legal effect of an affidavit, which it is claimed union men are being asked to sign in making oath before securing employment as seamen on the Great Lakes, which you gave to me as follows, to wit:

State of Ohio, County of Cuyahoga, ss.

Jno. Doe, being first duly sworn, deposes and says, as follows:

I hereby renounce all allegiance to any and all labor unions, particularly the stewards', seamen's, firemen's and oilers', and I declare it my intention not to join either as long as I follow sailing for a living.

I am, therefore, at present time a non-union man, and, if I can get a position on a Lake vessel, in the event of any strike of any description involving the union, I will stay by the ship, and faithfully perform my duties as such employe as long as satisfactory to the officers of such ship.

JOHN DOE.

Sworn to and subscribed before me this _____ day of _____ 190—, _____, Notary Public.

Replying thereto would say that the statute of Ohio, defining perjury, and which is similar in effect as to those of other States bordering on the Great Lakes, reads

as follows: "Whoever, either verbally or in writing, on oath lawfully administered, willfully and corruptly states a falsehood, as to any material matter in a proceeding before any court, tribunal, or officer created by law, or in any matter relating to which an oath is authorized by law, is guilty of perjury, and shall be imprisoned in the penitentiary not more than ten and less than three years."

So far as the offense of perjury is concerned it is material that the allegation be false and that the person making it knew it to be false at the time it was made.

In the first place the affidavit must be something that is authorized by law. Plainly the affidavit in question is ONE FROWNED UPON BY PUBLIC POLICY AND LAW AND IS IN NO WAY AUTHORIZED. It has been held in Ohio, and the same rule prevails in other States. There is no law in Ohio making a peddler's license a subject of forgery, and, therefore, one making a false affidavit before a justice that a certain peddler's license was forged can not be convicted of perjury. State vs. Bronson, 1 Wst. L. J., 222; I. O. Dec., reprint 32.

The unauthorized by law of the affidavit is still stronger in the present case than in the one above cited.

Furthermore, there seems no authorization in law for any affidavit of this character, and in my opinion it is not warranted by law or public policy of this country.

I can not and I do not believe that the Lake Carriers' Association are actively back of the issuing of these affidavits, for the reason that they would realize the absolute worthlessness of the same, so far as the affidavit and conditions are concerned, AND WOULD EQUALLY REALIZE THAT IF ANY OF THEIR AGENTS OR OTHERS INDIRECTLY CONNECTED WITH THEM SHOULD CAUSE A MAN TO SIGN THE ABOVE AFFIDAVIT, KNOWING IT TO BE FALSE AT THE TIME IT WAS SIGNED, OR BELIEVING IT TO BE, THEY WOULD BE GUILTY OF A CRIME OF SUBORNATION OF PERJURY THEMSELVES.

As to any declaration as to future intentions by a seaman signing the above affidavit, it would not constitute perjury nor be binding against any future action of his, or change made resulting by reason of a change of mind or by a change of intention on his part caused by the change in conditions after the time of the affidavit, or through any necessary change of manner in seeking honorable employment.

IT IS MY OPINION, THEREFORE, THAT THE AFFIDAVIT OF WHICH YOU ENCLOSE A COPY AND AS GIVEN ABOVE CAN HAVE NO POSSIBLE EFFECT UPON FUTURE ACTION OF SEAMEN SIGNING, IF BY REASON OF CHANGING CONDITIONS THEY FEEL WARRANTED TO CHANGE ANY INTENTIONS WHICH THEY MIGHT HAVE BEEN INDUCED TO MAKE OATH TO. THERE IS NO LAW ALLOWING A MAN TO MORTGAGE, LET ALONE BARTER AWAY HIS RIGHT TO LABOR, AND IN ANY EVENT HE CAN ALWAYS ACT IN THE MANNER MOST ADVANTAGEOUSLY FOR HIMSELF AND FAMILY, SO long as it be lawful.

Respectfully submitted,

(Signed) MATT. G. SPAULDING,
Attorney.

The sunken steamer Minnie E. Kelton, which went ashore on the coast of Oregon recently, has been successfully raised and will be sent to drydock for repairs. The Kelton was formerly a Lake steamer, but was sold to the Pacific Coast last year and has been engaged in the lumber trade.

MARINE ITEMS.

Reports from Duluth-Superior show the twin cities bereft of men. The harvest fields get them all.

The Steel Corporation has received an order for 28,000 tons of steel rails for Harri-man's Mexican railroad.

The largest cargo of soft coal delivered at Milwaukee this season was carried by the steamer J. Q. Riddle. She had 11,605 tons.

Ore handlers on the Great Northern docks at Superior, Wis., went on strike on August 8 for an increase from \$1.75 to \$2.00 per day.

Coal shipments by Lake for July were 696,906 tons as compared with 656,456 tons for June. Shipments for July a year ago were 427,425 tons.

Prevailing stages of the water in the St. Mary's River at the Soo for July are: July 1 and 2, 19 feet; July 2 to 23, 19 feet 1 inch; July 23 to end of month 19 feet 3 inches.

The Neptune is the name of a screw steel steamer recently launched at Wallsend-on-Tyne and designed for service on the Great Lakes for the Western Steamship Company, of Toronto.

The steamer D. B. Meachem, which was ashore at Passage Island, is damaged worse than was thought at first and she will be repaired at the Superior yard of the American Shipbuilding Company. Her stern is broken off and a number of her bottom plates were damaged. She will be out of business for some time.

The work of raising the sunken steamer State of Michigan off White Hall, Mich., by the Staud Canalon Salvage Company is progressing in a way that is very satisfactory to the men who are in charge of the work, according to one of the officers of the company. He reports the wrecking outfit is complete and actual operations have begun. The test is being followed with much interest by marine men.

The Government officials are complaining that steamers are not blowing proper signals for bridges in Duluth-Superior harbor. Some of the captains are using the signals given in the Shipmasters' Association directory of 1908, which are not correct. The proper signals were published in hydrographic notice to mariners 19, dated May 11, and are as follows: Interstate bridge, one long, one short and one long; Minnesota draw, N. P., one long, two short; Wisconsin draw, N. P., two long, two short; Erassy point bridge, two short, one long; Lamborn-avenue bridge, three short blasts.

INFORMATION WANTED.

Anna Eisenbach, 215 Locust street, Allentown, Pa., administrator for Frank Eisenbach, drowned on steamer Cypress in October, 1907, wants to know in what bank the funds of deceased were deposited. She says he had money in a bank at some Lake Erie port. She also wants the address of second-mate Pitz, survivor of the Cypress.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Ed. Rathenow, No. 5388, Lake Seamen's Union, is inquired for by his sister, Mrs. Chris Marquist, 429 N. Clark St., Chicago, Ill.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES.

MILWAUKEE, Wis.133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.87 Bridge Street
Telephone 552.
CLEVELAND, O.81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.54 Main Street
Bell Phone East 756
NORTH TONAWANDA, N. Y.152 Main Street
Telephone Bell 2762.

AGENCIES.

DETROIT, MICH.7 Woodbridge Street, East
Telephone 3742.
ASHLAND, WIS.515 East Second Street
Ashland Phone 1563.
SUPERIOR, WIS.1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, MICH.108 Third Street
OGDENSBURG, N. Y.40 Ford Street
FT. WILLIAM, ONT., CANADABox 235
KINGSTON, ONT., CANADA(Box 96) King Street

SUB-AGENCIES.

MANITOWOC, WIS.725 Quay Street
ERIE, PA.222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.922 Day Street
Telephone Local 233.
SOUTH CHICAGO, ILL.113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL.; DETROIT, MICH.; CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

SCOTCH RAILWAY EMPLOYEES.

The following information concerning a scheme of conciliation and arbitration between the representatives of labor and the Scotch railway companies for the settlement of questions relating to rates of wages and hours of labor is furnished by United States Consul Maxwell Blake, of Dunfermline, Scotland.

It is proposed to group the various grades of employes into sections, each section to choose by election one or more representatives for each district, and these will compose the employes' Sectional Board to meet the representatives of the company. Under the scheme there will also be formed conciliation boards for each company, to deal with questions of wages and hours of labor which can not be mutually settled through the usual channels.

In the event of the two boards indicated failing to arrive at an agreement the subject of difference is then referred to arbitration. The appealed reference is to go before a single arbitrator, appointed by agreement between the two boards or, in default of an agreement, to be appointed by the Speaker of the House of Commons and the Lord President of the Court of Sessions, or one of them. The decision of the arbitrator shall be final and binding on all parties.

Each side of the Conciliation Board is to elect its own chairman. Any proposal agreed to by a Sectional Board and rejected by the employes is referred to the Central Board (composed of 14 employes' representatives, 2 from the members of each Sectional Board), and a proposal agreed to by the Central Board and rejected by the employes is referred to arbitration. A proposal agreed to by a Sectional Board and rejected by the employes is referred to the Central Board, and a proposal agreed to by the Central Board and rejected by the employes is referred to arbitration. Where the Central Conciliation Board fail to agree, an arbitrator is appointed, and where the Central Conciliation Board have agreed, but the decision is not accepted by the directors or the employes, the arbitrator is called in as before.

The total number of employes' representatives on each Sectional Board is 8, 2 from the employes in the section in each of the four designated electoral districts. The Central Board is composed as indicated. The company's representatives on each sectional and central board do not exceed the employes' representatives.

As soon as nominations can be made and elections held the scheme will be brought into operation, and it is needless to say its workings will be of much interest to labor and employers of labor everywhere.

Official compilations record the number of marriages which took place in Germany during the year 1906 at 498,990, of births 2,084,739 (including 62,262 children still-born), of deaths 1,174,464. The birth rate averages about 34 per 1,000 of the existing population. Of the deaths, 374,636 were infants under one year. Germany's population increases at the rate of about 900,000 per year, the result of excess of births over deaths. The loss by emigration has been very slight in recent years.

TRADE-UNIONS IN GERMANY.

(Continued from Page 2.)

outs by all means possible, and to this purpose to have conferences with their workers, but to refuse absolutely to listen to representatives of outside organizations of workers.

The special object of this central union of the employers' associations is announced to be as follows: To protect employers against unjustifiable demands of workers' unions; to protect those who desire work; to extend and develop the bureau for supplying employers with operatives; to execute decisions relative to strikes; to take charge of the legal protection of its members in all cases in which fundamental principles are at stake.

The central union endeavors to gain the adhesion of all manufacturers. It has a bureau for supplying information to members concerning movements of workers and their qualifications, and in regard to the causes and progress of strikes and the means to combat them, etc. Manufacturers may be refused the right of joining this union if their factories are isolated and at a distance from industrial centers, or for other reasons considered just by the majority of the executive committee, and members may be dropped who refuse to conform to the rules or the decisions of the executive committee or who by their acts endanger the interests of the association.

There is a general meeting once a year and funds are supplied according to a fixed assessment. Every member is supposed to work in the common interest by refusing to pay excessive wages, refusing demands for a reduction of the hours of work at his factory alone, refusing to employ workers who have quitted another employer in a manner unjustifiable or illegal, refusing systematically all interference by workers in the management of the factory and especially in regard to the employment and discharge of workers, and to conform fully to lockout decisions of the committee.

One of the most recent conflicts between the employes and the employers' associations resulted in the victory of the former. This was in regard to the amendments to the working law which were passed in December, 1907, and where the workers' unions, against the strong protest of the manufacturers, had the law modified so that after January 1, 1910, women can not work over ten hours a day, instead of eleven, thus reducing the maximum weekly factory hours to sixty, the substituting of twelve for thirteen as the legal hours per day in cases of temporary overtime permitted in certain cases, and other provisions along the same line.

The commissioner of sea and shore fisheries in Maine reports that during 1907 the value of the lobster catch in that State amounted to \$2,005,462, an increase of \$364,816 over the catch of the previous year. He says that in round numbers 37,000 short lobsters were seized and liberated within the year, and he adds that approximately 1,000,000 short lobsters were destroyed on the coast during the year. The State law protects the small lobster, under approximately 10½ inches, and also large seed-bearing lobsters, making it illegal to remove them.

Demand the union label on all products.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.**SAILORS' UNION OF THE PACIFIC.****Headquarters:**

SAN FRANCISCO, Cal., 44-46 East St.

Branches:

VANCOUVER, B. C., Cor. Carrel and Powell Sts., P. O. Box 1365.
TACOMA, Wash., 3004 McCarver St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. I., 821 Alakea St., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 91 Stuart St.

Branch:

SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.**Headquarters:**

SAN FRANCISCO, Cal., 51 Stuart St.

Branches:

SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.**Headquarters:**

SEATTLE, Wash., P. O. Box 42.

Branches:

ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Stuart St.

Agencies:

SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

COLUMBIA RIVER FISHERMEN'S UNION.

ASTORIA, Ore., P. O. Box 138.

LA CONNER FISHERMEN'S UNION.

LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.

ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.

GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.

FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.

PROSPER, Or.

ALASKA FISHERMEN'S UNION (Local No. 2),
KETCHIKAN.

LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).

PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.**Headquarters:**

SAN FRANCISCO, Cal., 51 Stuart St.

Branch:

SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at
any of the above-mentioned places;
also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

RESCUE WORK IN MINES.

Since the colliery explosions at Courrières and the more recent disasters in the United States and elsewhere, a public demand has been awakened for some kind of organized rescue work in connection with mines, which is now attracting the co-operative aid of colliery owners and expert engineers throughout England and Scotland.

In Austria and France the provision of rescue apparatus in mines is made compulsory. In Germany it is optional, but has been voluntarily adopted. In Russia where over 50 men are employed in one mine it is provided that "every colliery must have a rescue corps trained to work in irrespirable gases;" that "the number of men in each corps must be equivalent to 4 per cent of those engaged in the largest pit or shaft work," and "that the number of completely equipped sets of breathing apparatus at each colliery must not be less than three."

The British Royal Commission on Accidents in Mines, which sat last year, reported upon the subject of rescue apparatus as follows:

"We have considered whether it would be desirable to make provision of any rescue appliances compulsory, and we have come to the conclusion that sufficient advance has not been made in this country to justify such a course at present."

The breathing appliances referred to have been too frequently described of late in mining and scientific journals to render complete description here necessary. The pneumatophore is worn about the chest and it is said to be trustworthy for about two hours. In this appliance the expired air passes through chemical compartments by which it is regenerated and breathed over again. It is ill adapted for laborious exertion, however, the helmet appliance being preferable under such circumstances. This apparatus is operated on the same principle as the diving helmet, the air being supplied through flexible tubes by means of pumps. The helmet likewise is said to possess impractical features, as its use is unsafe for any distance over 200 yards from fresh air. In addition to these there is the "Weg," the "Fleuss," the "Draeger," and the "Shamrock," all differing more in detail than in principle.

The desired requirements for an effective rescue apparatus may be summarized as follows: Lightness of weight, a sufficiently dependable supply of oxygen, an effective chemical absorbent of CO₂, reliable airtightness of construction, and convenience of structure. It is not claimed that so far there is any one appliance on the market combining all of these features.

What is of quite as much importance to the success of rescue work as the breathing appliance is the trained rescue corps. In both England and Scotland several rescue stations have been organized in connection with experimental galleries devised for the purpose of training colliers in the methods of effective rescue work in the event of explosions, pit fires, and all other underground accidents. A number of men are exclusively identified with each central station, and by numerical rotation instructions are given to the surrounding colliers, all of whom in times of emergency thus become available for intelligent rescue assistance.

The colliers lend themselves to these exercises with much willingness and consider-

able rivalry exists among them for the honors at public exhibitions which are frequently arranged.

There is also now under way in this district the construction of a Mining College, as the desirability of offering the working miner opportunities for a more intelligent knowledge of his work has long been felt of economic importance. In connection with the Mining College, there will also be a convalescent home, and a hospital corps devoted to ambulance work.

Recommendations offered the Clackmannan Coal Owners' Association by their commission upon rescue stations embrace both exhaustive inquiry and personal investigation, and contain suggestions of practical mining engineers and experts, and should be of much value to all those interested in this important subject. It is advised that a central station be equipped with a sufficient number of rescue apparatus, kept constantly ready for use, as well as at least five appliances at each separate colliery within the district of the central station; that telephonic communications be directly established with these outlying collieries; that at least 30 men in each colliery, all of whom thoroughly know the mine, be regularly instructed in the use of the various appliances provided; that the central station should be in charge of only expert operators.

The cost of the station, exclusive of apparatus, is estimated at 6,000 and an additional \$1,500 per annum for up-keep. As men generally live for a considerable time after an explosion, the use of the breathing apparatus may aid in restoring ventilation, and thereby be the means of saving those who would otherwise become the victims of after-damp.

As the various rescue apparatus are undergoing very rapid improvement, it is to be hoped that the day is not far distant when mining will be carried on with comparative safety of life.

CONCRETE BOATS.

An Italian correspondent of the London Times predicts that the use of concrete in boatbuilding will largely take the place of iron and steel. He says: "Large boats of reinforced concrete have been built already in this country, and five of these, of 120 tons and more, were on commission for the Italian Navy. The first of these boats, a 120-ton barge, was built in 1906, on the plans of Mr. Gabellini, an Italian, who has given his whole attention to reinforced concrete, and who for many years has been conducting experiments with this class of material. This boat, which was built with double bottom and of the cellular type, was submitted to severe tests in the Spezia Arsenal, where a much larger boat built of iron and with an iron ram was directed against it without producing any considerable damage to it. After some time, and in consequence of the satisfactory results given by this first boat, four more of these barges were ordered on account of the Italian Navy. It is my opinion that owing to the unfavorable conditions of Italy as an iron-producing country the problem of reinforced concrete for ships will meet with a good deal of attention here, and that experiments and trials on a much larger and more important scale will shortly be conducted.

OIL FUEL FOR SHIPS.

The use of oil as fuel has engaged the attention of the British Admiralty for some time, and it has recently been decided to establish oil storage tanks in various parts of the United Kingdom to insure convenient sources of supply. Birkenhead, directly opposite Liverpool, has been selected as one of the supply centers. The experiments conducted by the Admiralty during the past twelve years were not at first satisfactory, and two adverse reports were made prior to 1902. Since then the tests have been of such a character as to reverse the original judgment of the Admiralty, and it may now be said that the importance of oil fuel is recognized by that body, and that its use will be extended in the future as rapidly as possible.

It is claimed that through the use of oil the number of men now required to do the stoking and trimming would be reduced by two-thirds, as the moving and stoking of the oil is automatically accomplished by steam pumps and pipes, instead of by stokers and trimmers as in the case of coal. While it is difficult with coal fires at full speed to maintain sufficient steam, it has been demonstrated that with oil fuel this difficulty would be overcome, and that when the speed is reduced the boilers are under such perfect control that the safety valves do not lift.

The oil, it is suggested, could be stored in the double bottom, now taken up by water ballast. In the case of the Navy, one of the great advantages claimed for oil is the absence of a great volume of black smoke when vessels are proceeding at great speed, and which serves to give information to the enemy. The evaporative value of oil is much greater than that of coal, so that while 45 cubic feet of bunker space is required for a ton of coal, only 38 cubic feet is needed for a ton of oil. It will readily be seen how significant this difference would be to the great ocean-going steamers, and how much space now set apart in them for the storage of coal would be released for cargo purposes and the accommodation of passengers.

The British Navy has in service oil-using torpedo boats with a capacity of 34-knots. One of the drawbacks at the present time to the extensive use of oil fuel at sea is the high cost and the difficulty in many instances of securing it. The cost of oil in Great Britain has no doubt seriously interfered with its adoption for steamships and for a variety of industrial purposes. With a reduction in price the field for its employment would be greatly enlarged. The advantages of oil fuel briefly summarized are economy of space, absence of soot and cinders, elimination of the loss of time consumed in burning down and cleaning fires when coal is used, the ease with which oil can be bunkered, and the quickness with which a full head of steam can be generated.

Of the 522 vessels arriving at the Mexican port of Tampico during 1907 only 23 were American. English ships numbered 176, Mexican 115, Norwegian 95, German 53, Cuban 31, Danish 13, and French 12. The number of American vessels reported represents only a small percentage of the amount of American tonnage, as a great many vessels flying the flags of many nations and entering at Tampico call at ports of the United States.

Home News.

A number of persons were killed and many more injured in a race riot at Springfield, Ill., on August 14, caused by an assault by a negro on a white woman.

Adlai E. Stevenson, former Vice-President of the United States, was nominated for Governor of Illinois on the Democratic ticket at a primary election held on August 8.

A "National Anti-Asiatic Immigration League" was organized at Washington, D. C., on August 7. Only American-born citizens are eligible for membership in the League.

An order was issued by the Interstate Commerce Commission on August 14 extending from September 1 to November 1, the date when the new bill of lading shall go into effect.

A deluge of rain at Chicago, Ill., on August 11, ended a long drought and broke all rainfall records in that city for thirteen years. A total of 3.30 inches of rain had fallen in about five hours.

The Methodist Episcopal Church has begun an active crusade for the election of a Speaker of the House of Representatives "who will allow Congress to vote on the interstate liquor shipment bill."

Interesting exhibits have been received from many nations and prominent physicians have signified their intention of coming for the International Congress on Tuberculosis in Washington, D. C., next month.

The Aerial Navigation Company of Boston, to do a freight and passenger business by express between Boston, New York and other points, was incorporated at Boston on August 8, the capital stock being \$50,000.

President Roosevelt, at Secretary of War Wright's instance, has reversed his order dismissing eight cadets from West Point for hazing, and they will be reinstated subject to such punishment as the Military Academy authorities may designate.

An increase of 20,700 names since last year gives 2,425,000 as the population of Chicago, estimated by the Chicago Directory Company. The Johnsons and Smiths are most numerous in the list of names in the new directory.

The annual report of the Wells-Fargo Express Company shows net earnings in the neighborhood of \$4,000,000. The net earnings of the previous fiscal year were \$4,313,904. The report is considered good in view of general business conditions.

Attorney-General West, of Oklahoma, is endeavoring to have Oklahoma coal sold to the consumer at \$5 to \$5.50 per ton instead of \$6.50 to \$8, as at present. In case the coal companies resist, he claims power under the law to have receivers named for the property.

The National Travelers' Association, in convention at Milwaukee, Wis., on August 8, adopted a resolution condemning the Parcel Post plan, the secretary being instructed to send a copy of the resolution to every Congressman and Senator throughout the United States.

Chief Wilkie, of the United States Secret Service, proposes to test the law in relation to the right of persons to make "stage" money, such as is freely sold in the form of a roll of \$100 bills. A case in which one of these \$100 bills has been passed as lawful money has come to the attention of the Secret Service.

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INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southamp-ton street, Buffalo, N. Y.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

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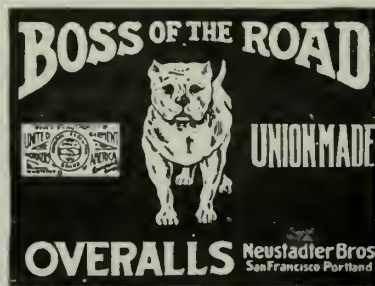
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INFORMATION WANTED.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Aheng, C.	Kuntz, K.
Allen, J. W.	Larsen, H. J.
Andersen, Albert	Lattz, L.
Anderson, A. P.	Lohme, E.
Anderson, Hjalmar	Larson, E., -1098
Anderson, J., -1514	Lebrun, E.
Anderson, A.	Leaky, W., -925
Anderson, Victor	Leisman, J.
Axes, P.	Lepp, E.
Barry, Thomas	Lie, J. C.
Baandsen, E. M.	Lind, H. E.
Barwa, D.	Lindin, H. Van
Bakke, M. C.	Lindburg, John
Bateman, S. J.	Lindman, H. C.
Bernard, S.	Lindroos, C.
Benners,	Lichlenberg, Max
Bensen, J. E.	Lockey, H.
Berg, H. M.	Lunder, B.
Bjergsten, John	Lundquist, J.
Bjertelsen, Alf.	Lubeck, R. A.
Bjensen, C. T.	Lundblad, E., -789
Bjerkelund, R.	Madison, Chas.
Blomquist, B.	Marthlsen, M.
Blomquist, H.	Mayers, P. M.
Boman, O. W.	Mannian, James
Brander, M. F.	Marthinussen, K.
Bruln, B., -1430	McKerron, W.
Buchtman, P.	McAdam, J.
Burke, James	Meddicott, F.
Caspersen, Chr.	Mikelson, C.
Cornell, G. B.	Mikkelsen, Jos.
Clarkson, C. H.	Mortensen, Chr.
Courtney, A. J.	Mortensen, Holger
Cougan, P. J.	Mare, C. F.
Derrick, Geo.	Murphy, D.
Dinwooden, Jas. H.	Myren, A.
Donovan, James	Nelsen, Martin
Dowling, S. G.	Newland, E.
Drager, Otto	Nielsen, Jorgen
Edwards, E. M., -149	Nielsen, Karl
Edvardson, John	Nielsen, N. C.
Eikvall, G. A.	Nyburg, Eric
Ellingsen, P., -563	Olsson, E., -966
Elwood, Alf.	Olsson, Johan
Elliasen, H. O.	Olsson, Otto
Emersen, E.	Olsen, H., -959
Falch, O. A.	Olsson, Oscar
Faluck, L.	Orchard, S. H.
Farley, Geo.	Overvik, Thos.
Fitzgerald, H.	Paulson, Paul
Flynn, P. J.	Pettersen, C., -710
Fournier, G.	Petersen, Olavus
Frohery, F.	Pedersen, Lars
Gad, V.	Pedersen, O. A.
Gent, A. C.	Pedersen, Kristian
Gillison, Frank	Pendville, N.
Gronlund, Oscar	Pemberton, D.
Grusden, Edw.	Pietanzo, A.
Gustafson, A. W., -700	Pfeifer, K.
Gudmundsen, J.	Palge, L.
Guttman, H.	Rasmussen, F.
Gulliver, W. H.	Rasmussen, N. C., -924
Hekkonen, G. A.	Sanches, F.
Hansen, Jens M.	Schulz, E., -1842
Hansen, E. A.	Sibell, Chr.
Hansen, Mike	Silverken, S. B.
Hattness, M.	Shane, J.
Hagman, H.	Sovig, C.
Healey, James	Soderlund, J. F.
Helman, Karl	Stuho, M.
Hixon, J. W.	Steinburg, A.
Hinge, A.	Sundquist, C.
Haygard, T. S.	Svensen, J.
Holmgren, G. J.	Swensson, B.
Huslide, H.	Taxt, Thos.
Ivertsen, S. B.	Tellefsen, P.
Iversen, P.	Tennant, T.
Jamison, J.	Thompson, R.
Jacobson, H. J.	Thoralls, L. M.
Jack, Paul	Tuominen, Alf.
Jasperson, J.	Vagnhill, G.
Jensen, Johannes	Wahlstedt, A. R.
Johansen, C. J.	Wahlstedt, G. R.
Johnson, Gunder	Wankle, F.
Johansen, Carsten	Walz, E.
Jalmson, Nils	Wallace, A.
Jerfold, Theo.	Webber, C.
Joakinson, W.	Whitley, A.
Johnson, Alf.	Winsmer, Geo.
Karlson, K. A., -551	Williamson, A.
Kalming, J.	Walters, H.
Kalnou, A.	Worm, A.
Kahlbetzer, F.	Walters, W.
Kleine, Carl	Wokes, H.
Klingenburg, J., -660	Zimmer, W.
Kristoffersen, Geo.	

Pt. Townsend Letter List.

Christensen, -583	Mobery, Alfred
Dietrich, Carl	Monder, Carl
Ehmke, W.	Nilsen, Meder V.
Grave, -809	Phorspect, Mr.
Healy, James	Williams, Chas.
Karnen, Lars	Wissig, Paul B.
Moller, Andrew	

Portland, Or., Letter List.

Aeckerle, E.	Kreman, Martin
Andersson, J. E.	Kone, E.
Anderson, Carl-1537	Lindholm, E. A.
Berghold, Hermann	Lindholm, A.
Buchtman, F.	Lerch, Paul
Berthelsen, Alfred	Lul, Theodor
Behrens, Emil	Larsen, Niels A.
Bagdon, Wilhelm	Meijer, O. W. G.
Brookmann, Robert	Martin, John B.
Bade, Alex.	McArthur, Chas.
Borge, S. H., -1568	Nelson, Johan
Coye, Chas. P.	Olsen, O., -1059
Espensen, E. N.	Osvold, T.
Eriksson, E. J.	Petersen, Frank
Gunther, Hans	Petersen, J. A.
Hansen, G. J.	Petterson, John
Holmberg, O. B.	Quinn, W.
Hansen, Aldan	Rytka, Otto-716
Hassell, S. G.	Svenson, J., -1968
Hllarion, Chas.	Sollen, Pierre
Hegan, P.	Sillwalja, Jacob
Henriksen, A. G.	Stenzel, W. O.
Johansen, H., -2126	Winche, August
Jensen-1826	Wickstrom, Anton.
Jensen, Peter	
Jahnke, A.	

Olaf Olsen Lund and P. S. Pedersen are inquired for by Capt. L. Larsen of the bark Kong Sverre. Address, Capt. L. Larsen, care Messrs. Thoresen & Co., Canton Road 15, Shanghai, China.

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Where the Best
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Shoes, Rubber Boots and Oilskins can
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natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

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Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
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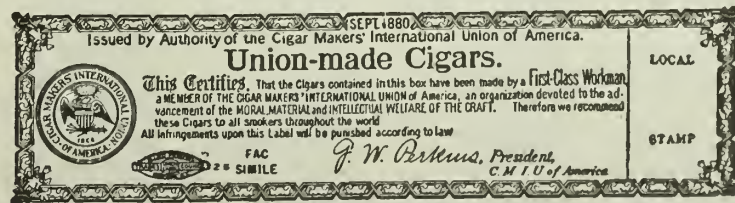
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SMOKERSSee that this label (in light blue)
appears on the box from which
you are served.**INFORMATION WANTED.**Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.Jack Kittilsen is inquired for by
Chas. Johnson, South Island, George-
town Co., S. C.Ole J. Andersen, or Danielsens, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.The following seamen, members of
the crew of the schooner Minnie E.
Caine, at the time of her wreck in
1902, are requested to report to the
Secretary of the Sailors' Union of the
Pacific: Wm. McLaughlin, Julius
Franz, K. Grunert, J. Koglund, W.
Wickstrom, C. Christensen.**Labor News.**The Canonsburg (Pa.) iron and
steel plant resumed operations re-
cently, after a suspension of two
months, employing 250 men.George W. Lefferts, of the George
W. Lefferts Company, says that the
firm's knitting plant of 1152 spindles
will be in operation in Philadelphia,
Pa., before September 1.Meetings of citizens are being held
at several centers on the line of the
Canadian Pacific Railroad, the con-
sensus of opinion being that the Gov-
ernment should interfere to end the
strike.The Shenango tin plate mill, of the
American Sheet and Tin Plate Com-
pany, the largest plant in the world,
resumed operations in full on August
10. Ten of the hot mills have long
been idle.The International Brotherhood of
Teamsters in convention at Detroit,
Mich., on August 5, rejected the over-
tures of the United Teamsters of
America to amalgamate the two or-
ganizations.Thirty-three members of the Phila-
delphia local of the International
Typographical Union have been pen-
sioned under the old age pension law
adopted by the Union and made oper-
ative August 1.George A. Pettibone, who with
Moyer and Haywood, was recently
tried and acquitted of the murder of
former Governor Steunenberg, of
Idaho, died at Denver, Col., on Au-
gust 3, after a long illness.As the towns in the West refuse to
allow their police to be used under
the pretense of guarding the Cana-
dian Pacific Railroad shops, the Com-
pany is importing men from detective
agencies in the United States.Charles P. Neill, United States
Commissioner of Labor, will at once
take the necessary steps to bring
about a settlement of the grievances
of the switchmen of the Delaware,
Lackawanna and Western Railroad.Pueblo (Colo.) has been chosen as
the meeting place for the annual con-
vention of the Western Federation of
Miners for the district embracing
Colorado, Utah, Wyoming and New
Mexico and the date set for Septem-
ber 1.The Canadian Pacific Railroad
Company has promoted all firemen
who have been serving as wipers in
the Winnipeg roundhouse. This
move, it is thought, will prevent the
Brotherhood of Locomotive Firemen
from striking.Following a visit to North Dakota,
Labor Commissioner Williams, of
Minnesota, denounces the advertise-
ments for large numbers of farm
hands, saying that 1,000 men will be
lucky if they can find employment in
the harvest fields.Daniel J. Tobin, of Cambridge,
Mass., was re-elected President of the
International Brotherhood of Team-
sters. Peoria, Ill., was selected for
the next convention, in 1910, after
Mayor O'Conner, of that city, had
addressed the convention.From the present outlook every
glass factory in South Jersey will be
in operation by September 15 and
some factories will start even before
that date. Millville is already en-
gaging men. All the Bridgeton fac-
tories are likely to start early next
month. The mold rooms at Glass-
boro have already started work, and
repairs at Williamstown are being
rushed.

News from Abroad.

Japan has abandoned hope of raising the sunken cruiser Matsushima.

The United States battleship fleet sailed from Auckland, N. Z., on August 15 for Sydney, N. S. W.

The British cruiser Gibraltar sailed from Mata on August 10 to meet the United States battleship fleet at Albany, West Australia.

The death list of Alpine climbers this year is a record one. In July alone fourteen persons were killed and two seriously injured.

A serious case of betrayal of war secrets has been brought to light at Hiroshima, Japan, the guilty party being supposed to be an officer of the army.

Six persons were killed and eighteen injured in a gun explosion on board the French gunnery schoolship Couronnet off Les Salines d'Hyeres on August 12.

Paul Mauser, the aged inventor of the rifle bearing his name, has invented a new military rifle, the principal feature of which is a twenty-automatic cartridge feeder.

The new Parseval dirigible balloon, constructed on the flexible system, made a flight over and around Berlin on August 14 that lasted for two hours and forty-five minutes.

Three new cases of yellow fever along the Mexican Gulf coast were reported on August 12, two at Vera Cruz and one at Merida. There were two deaths from the disease at Vera Cruz.

The Russian Ministry of Railroads has put into effect a reduction in fares amounting to 50 per cent in favor of Japanese emigrating to North or South America over the Russian lines.

The United States schoolship Itasca arrived at Corunna, Spain, on August 12. This is the first vessel of the United States Government to call at Corunna since the Spanish-American war.

Six Japanese seal poachers, who were condemned to death at Nikolayevska, Russia, for attacking the prison guards, have appealed their case to the supreme military tribunal at St. Petersburg.

A fatal case of cholera occurred on August 11 at Nizhni Novgorod, Russia. Thirty cases and fifteen deaths were registered on the 10th at Saratov and eighteen new cases and thirteen deaths at Barasatin. One case of the plague is reported at Khirzig.

Wilbur Wright, of Dayton, O., made a flight of from two and a half to three and a half kilometers (2.17 miles) with his aeroplane at Lemans, France, on August 8 in one minute and forty-six seconds. Throughout the flight Wright had perfect control of the machine.

A novel suggestion has been made to the British Secretary of State for War, Mr. Haldane, by Miss Ethel G. Everest. This young lady advises the formation of a corps of British Amazons. She proposes that women shall be enrolled to form an army for home defense, leaving the male army free for foreign service.

The Reel, of St. Petersburg, Russia, publishes statistics of the number of persons who have been condemned to death between January 1 and July 1 of the Russian calendar, compiled from newspaper reports. The total of condemnations is 876, an average of five a day. The majority of the executions were for murder and robbery.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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INFORMATION WANTED.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Juga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Information Wanted.

Terkel Olsen, a native of Treungen, Norway, aged 56, is inquired for by his brother. Address Coast Seamen's Journal.

Sigurd Hagbard Borge, No. 1568, Sailors' Union of the Pacific, is inquired for by his parents. Address, Coast Seamen's Journal.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

George R. O'Connor, who arrived at San Francisco in January, 1908, on the steamer Olson & Mahony, is inquired for. Address, Coast Seamen's Journal.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Peter Hansen, who swore to a complaint against the master of "Cecelia Sudden" last October, is inquired for by the United States attorney at Los Angeles, Cal.

"Mick" Loughlin, sailing on the Pacific Coast, is inquired for by his brother N. M. Loughlin, Dredge Eta, Narvoma, South Coast, via Sydney, N. S. W., Australia.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper Eldred Rock Light Station, Via Juneau, Alaska.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Mr. Lowmeyer, late of Buena Vista, Cal., is inquired for. Address Gust. Dignes, Sailors' Union, San Francisco.

World's Workers.

Considerable distress exists at Broken Hill, New South Wales, where there are now many unemployed miners.

At a recent meeting of the Sydney (Australia) Trades and Labor Council a delegate from the Domestic Workers' Union was seated.

The French National Miners' Federation, with a membership of 80,000 men, has decided to affiliate with the General Federation of Labor.

Miss M. Hossack, in the absence of her father, Secretary Hossack, is now the acting-secretary of the Mackay (Australia) branch of the Waterside Union.

Paris was plunged into darkness for more than an hour on August 6 because of an attempt of electricians to carry out a general strike similar to that of March, 1907.

The Canterbury Shearers' Union, of New Zealand, has cited the Sheep-owners' Union to appear before the Arbitration Court in connection with shearing rates.

The number of British paupers relieved on one day in June in 35 selected urban districts, corresponded to a rate of 216 per 10,000 of the estimated population.

The Victorian (Australia) coal miners are federating with the coal miners of New South Wales, and it is suggested that the Queensland coal miners should follow suit.

The Newcastle (Australia) coal miners are getting impatient at the way their case for Arbitration before a special Court is being put off from time to time, by the Government.

The boy drivers who recently went on strike at Lambton colliery, New South Wales, have resumed work owing to a threat from the miners that they would do the work themselves.

The Miners' Congress at Paris has resolved that the Miners' Federation of Europe ought to limit the production of coal by fixed abstention from work in order to assist neighboring strikers.

At the meeting of the French Cabinet, at which President Fallieres was present, it was decided to make no attempt to dissolve the General Federation of Labor, on the ground that it was legally constituted.

The changes in hours of British labor taking effect in June, affected 3,830 workpeople, of whom 330 had their aggregate working hours increased by 53 per week, and 3,500 had reductions amounting to 4,088 hours per week.

The net result of all the changes in British wages taking effect in June was a decrease of £16,671 per week, as compared with a decrease of £24,416 per week in June, 1907. The number of work-people affected was 156,783, of whom 4,529 received advances amounting to £75 per week, and 152,254 sustained decreases amounting to £16,746 per week.

The May report of the Australian Amalgamated Society of Engineers points out how employers evade Arbitration Court awards. "No sooner is an award announced," says the report, "than a certain section of employers are altering methods, introducing conditions which did not previously exist, or otherwise changing the duties of the workers, so that something outside of the award is created, and then they claim freedom to remunerate according to their sweet will."

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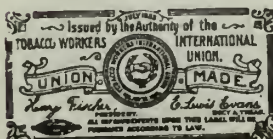
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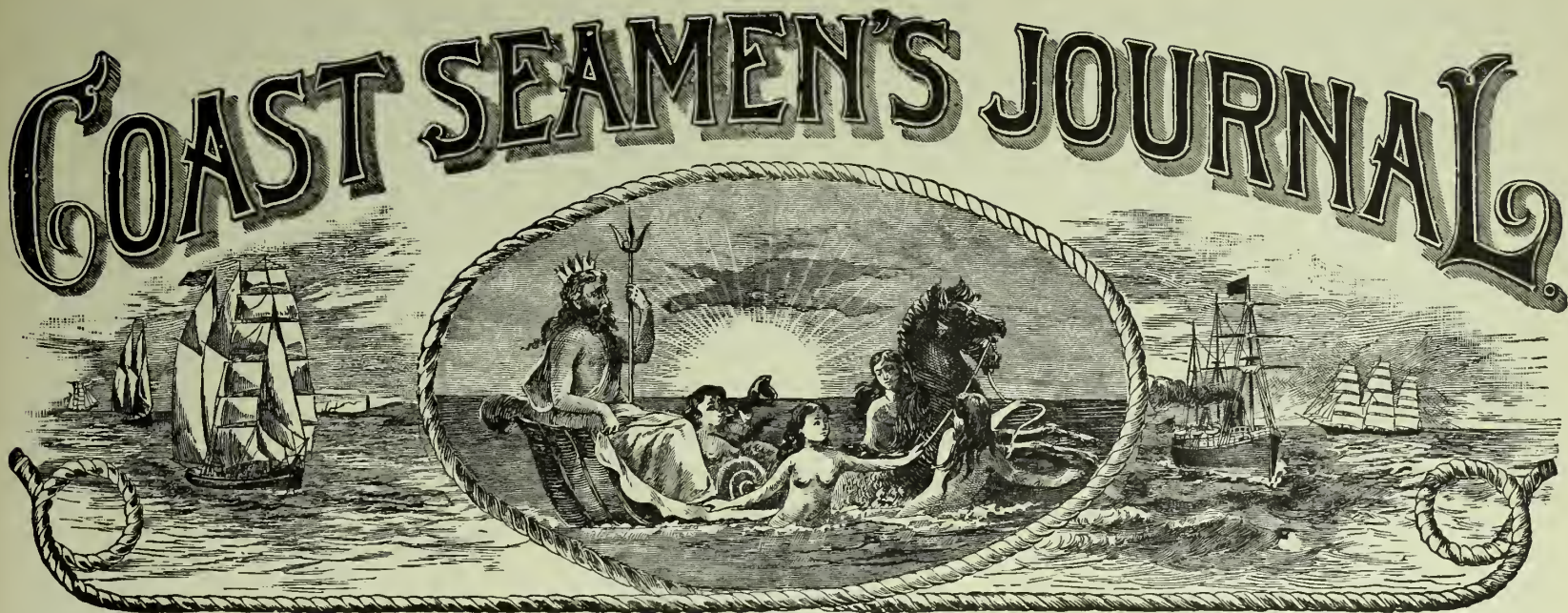
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VOL. XXI, No. 49.

SAN FRANCISCO, WEDNESDAY, AUGUST 26, 1908.

Whole No. 1079.

CONGRESS AND LABOR.

THE American Federation of Labor Anti-Injunction bill, H. R. 94, was introduced by Mr. Pearre, of Maryland, on the first day of the recent session of Congress. From time to time other so-called Anti-Injunction bills have been introduced by various members of Congress, none of which, however, contained any provisions favorable to labor; consequently they did not receive the approval of the American Federation of Labor.

All of these Anti-Injunction measures were referred to the House Committee on Judiciary, of which the Hon. John J. Jenkins, of Wisconsin, is chairman. This gentleman, on many occasions, in personal conversation attempted to make it appear that he was friendly to our interests, but every act of his as chairman of the House Judiciary Committee proved the contrary. Early in the session Chairman Jenkins divided the committee into a number of sub-committees, of one of which he made that notorious enemy of organized labor, Congressman Littlefield, of Maine, chairman. On numerous occasions, both on the floor of the House of Representatives and in public functions which he has addressed at various places, Congressman Littlefield expressed his hostility, not only to our Anti-Injunction bill, but to labor in general. On one occasion he is reported as saying that he had the American Federation of Labor's Anti-Injunction bill in his pocket, and that he intended to keep it there. Mr. Littlefield has never denied these reported public utterances nor complained that the statements were incorrect.

Notwithstanding his well-known hostility to labor and to its demands for relief from the abuse of the writ of injunction in labor disputes by the courts, our bill, together with the others that were introduced on this subject, was referred to the sub-committee of which he was made chairman.

The arguments presented to the sub-committee in the hearings on the Pearre Anti-Injunction bill are in print and can be obtained upon application to the various members of Congress.

Following the decision rendered by the United States Supreme Court in the Hatters' case, the situation being a grave and dangerous one, a conference of the representatives of organized labor was called in Washington, and after a two-days' session documents were drafted and presented to Congress which stated clearly and definitely labor's position on the following measures, viz:

The Wilson amendment to the Sherman Anti-Trust law, H. R. 20584.

The Pearre Anti-Injunction bill, H. R. 94.

The bill extending the operation of the Eight-Hour law to contractors and sub-contractors, and a

Clearly defined General Employers' Liability law.

This declaration was submitted to State Federations of Labor, central labor unions, local affiliated unions, and all the local unions affiliated with the National and International unions in the United States, together with a request that meetings be held upon April 19 and 20, and that the unions and their members and friends petition their Senators and Congressmen, asking for the enactment of this legislation before the adjournment of the first session of the present Congress.

These meetings were held generally all over the country on the dates above mentioned, and shortly afterward petitions began to pour in to the Senators and Congressmen, asking that they give their influence and their vote for the legislation desired. At first little or no attention was paid to these petitions by many members of Congress, but as time went on the thousands and thousands of petitions that were being received brought forcibly to their attention the necessity of some favorable action.

At the same time, the Legislative Committee being enlarged by the addition of five members, a systematic canvass was made of the entire membership of the House that could be reached, asking them to clearly and specifically declare themselves either for or against the pending legislation. An effort was made to reach every member of Congress who was in the city, or who was not ill, with the result that over 250 members declared themselves as being in favor of the legislation asked for and pledged themselves to vote for these bills.

While a majority of the members of the House of the dominant party had promised to vote for our bills, when they were given the opportunity in a Republican caucus or conference to vote our bills out of the hands of the committee, they failed to do so, and thereby convinced your committee that they were not sincere in the promises given.

It being evident that "the powers that be," viz: Speaker Cannon, Representatives Dalzell, of Pennsylvania, and Sherman, of New York, who constitute the Republican members of the House Committee on Rules, and Representative Payne, of New York, the floor leader of the majority and others, controlled the legislative programme, and in order to compel them to commit themselves, an effort was made by Representative Williams, the floor leader of the minority, and Representative De Armond, of Missouri, the Democratic members of the House Committee on Rules, to force some action. Representative Williams made several demands upon the House for the immediate passage of certain measures, among which were included an insistent demand for an Anti-Injunction bill, but all to no avail, the majority members were stubborn and would not be persuaded.

Under the ordinary rule of the House of Representatives, the first and third Mondays of the month were known as "suspension days," when bills could be called up under a suspension of the rules and passed by a two-thirds vote. To offset the efforts that were made to bring about the passage of our bills and other legislation, the majority members of the Rules Committee, as above named, reported the following amendment to the House rules:

"Resolved, That during the remainder of this session rule 28 should be, and hereby is, modified in the following particulars:

"First. The use of the motion shall not be restricted to the first and third Mondays of the month.

"Second. The vote on agreeing to the motion shall in all cases be by majority instead of by two-thirds; thereby giving the Republican membership in Congress the advantage of passing any measure by a majority instead of by a two-thirds vote.

In discussing this rule, Representative Sherman, of New York, said boastfully: "I tried to make clear the other day, Mr. Speaker, and I repeat now, that the Republican majority is anxious that the country should know that we are responsible for both what is and what is not done. I tried to make it clear the other day that the Republican party in this House, as well as the Republican party in the United States, is not seeking to avoid responsibility but accepts full responsibility for all that is done, as well as for all that is not done." Similar statements were frequently made with great gusto by Representative Payne, and on each occasion these statements were received with great applause by the Republicans of the House.

Some of the Republican members realizing that it was necessary that some action be taken, particularly on the subject of an Anti-Injunction bill, caused a petition to be circulated, asking for a conference of the Republican members to discuss various measures that had been introduced.

This action was taken after the Republican members of the House had been personally informed by the Legislative Committee of the American Federation of Labor that a "vote to adjourn would be considered a vote against labor's measures." Official notification to this effect was also given in a communication to the Hon. Charles H. Brumm, of Pennsylvania. That communication was published in full in the June issue of the American Federationist.

The first of these conferences was held on Wednesday evening, May 20, and was over three hours in duration. Any action was bitterly opposed by Representatives Littlefield, of Maine, Jenkins, of Wisconsin, and Parker, of New Jersey, all three of whom are prominent Republican members of the House Judiciary Committee to which these bills were referred. Considerable of the time of that session of the conference was taken up in a denunciation of the American Federation of Labor and its executive officers by Mr. Littlefield. The next meeting was held on Thursday, May 21, and lasted for a longer period of time. Notwithstanding that an effort was made to have some action taken on some of the bills referring to injunctions, this conference determined by a decisive vote not to give labor any legislation whatsoever and the conference adjourned sine die on motion of Representative Sherman of New York. Much of the time of this conference was taken up by Speaker Cannon in making a personal attack upon the President of the American Federation of Labor for his advocacy of the Pearre Anti-Injunction bill.

It may be interesting to note that the day prior to the calling of this first conference, that the Senate "steering committee" served notice upon the House leaders that they would "stand" for no more "bluff" legislation and that if the House decided to pass an Anti-Injunction bill that the Senate would take its own good time in considering it, thus compelling Congress to remain in session.

It is important that a brief explanation of this "order" served by the Senate "steering committee" be made. Oftentime the House, in order to get rid of legislation which to it was undesirable, and not leave the members open for criticism, would pass certain measures with the idea in view that they would quietly sleep in the com-

mittee room of the Senate and no further action be taken. This procedure gave the members of the House an opportunity to "square" themselves with their constituents by pointing to the fact that they had voted for the legislation desired, but that the matter had died in the Senate and they were not responsible. It is very evident that the Republican leaders in the Senate had become tired of such methods and proposed to make the House share the responsibility for non-action on its part.

That it was not the intention of the majority of the Senate to pass any anti-injunction legislation was demonstrated by a question of Senator Culberson, of Texas, the leader of the Democrats in the Senate, to Senator Aldrich, of Rhode Island, the leader of the Republicans in the Senate, in which he was asked, "If he could give any information as to the probability of passing at this session the Anti-Injunction bill? to which Senator Aldrich replied in part: "That unless the Senate is willing to stay here for months I find (and I say I am only expressing my own individual opinion) it would be impossible at this session to pass an Act of that kind." The action of the House conference in adjourning without any action being taken as to this measure, the reported announcement of the Senate "steering committee," together with the answer of Senator Aldrich, all go to prove that it was not and never was the intention of those who are "responsible for legislation or lack of legislation" in the first session of the 60th Congress to give any remedial relief to the ills from which labor suffers.

The Wilson bill, H. R. 20584, which calls for an amendment to the Sherman Anti-Trust Act, was referred to the House Judiciary Committee, and was in turn referred by Chairman Jenkins to sub-committee No. 7, consisting of Representatives Bannon, of Ohio, Malby, of New York, and De Armond, of Missouri. Notwithstanding the fact that many efforts were made on the part of the Legislative Committee to have Mr. Bannon call his sub-committee together for the purpose of taking action upon this measure, he refused to call the committee together at any time during the session of the 60th Congress just closed. Believing that it might be well to have the organizations of labor in the district in Ohio which Mr. Bannon represented know of his refusal, and as the primaries for renomination were about to take place in his district, labor and its friends were communicated with. Suffice it to say that in the primaries Mr. Bannon was defeated for renomination.

It is advisable to briefly review the action of Congress and its treatment of important labor measures that have been introduced in the various Congresses during the past number of years in which the dominant party has been in power and in a position to grant the desired legislation. In 1900 a bill was introduced known as H. R. 10539; it was intended as an amendment to the Sherman Anti-Trust Act. During its consideration by the House Committee on Judiciary, Representatives of the American Federation of Labor requested the committee to include this amendment: "Nothing in this Act shall be so construed as to apply to trade-unions or other labor organizations, organized for the purpose of regulating wages, hours of labor, or other conditions under which labor is to be performed."

The committee declined to accept this amendment, but when the bill was reported to the House, this amendment was offered on the floor by a minority member and upon a record vote of 259 in favor and 9 against, the amendment was forced upon the House and passed, only to die in the pigeon-holes of the Senate Judiciary Committee.

The history of the Eight-Hour bill has been almost the same, passed by the House in several Congresses, but failed to receive any consideration upon the part of the Senate.

On one occasion, instead of pursuing the policy of passing the Eight-Hour bill and sending it to the Senate, believing it would meet the same fate as in former years, the majority members of the House Committee on Labor referred the bill to the Secretary of Commerce and Labor, together with a list of unintelligent and unanswerable questions.

This was done for the purpose of delay and eventually killing the bill in that Congress, and that purpose was accomplished.

To again demonstrate hostility to labor, the Eight-Hour bill was referred by a strict partisan vote of the House Committee on Labor to a sub-committee. Extended hearings were held on it, the identical interests that represented the Steel Trust, the Shipbuilding Trust, and the Manufacturers' Association in opposition to this measure in former years were again in evidence. On several occasions the time had been set for the closing of hearings, but was extended upon the request of the attorneys representing "the interests" and the Manufacturers' Association. When the hearings were finally closed on this measure and the sub-committee reported to the full committee, protracted discussions took place. Finally, every member of the committee being present and by a strict party vote, the Republican members of the committee voted to refer the bill to a commission of three lawyers for them to pass upon its constitutionality. Determined efforts were made by Representatives Nicholls, Hughes, Rainey, Rauch, and Smith to have this commission instructed to report within a specific time, before adjournment of Congress, but every motion of this kind was voted down by the Republican members of the committee, and up to the

time of adjournment of Congress no action had been taken by this special commission.

The Convict Labor bill which was passed by the House in the 59th Congress never received any consideration at the hands of the Senate.

The bill introduced in the present Congress by Representative Kimball is identically the same bill as that introduced by ex-Representative Hunt, formerly President of the Soft Stone Cutters' International Union of America. Extended hearings were given on this measure before a sub-committee of the House Committee on Labor. In former sessions of Congress there was little or no opposition to this bill; however, in this session of Congress the Prison Wardens' Association was represented, together with one or two so-called criminologists, who argued against the passage of this humane measure.

The sub-committee reported this bill back to the full committee, but after several meetings the full committee refused to report the bill out favorably to the House during the session just closed.

But now a new way has been devised to block labor legislation for fear that some favorable action might be taken by the Senate on the measures which we are asking for, and to prevent this, the new method which is pursued by Speaker Cannon in the appointment of his committees is to "pack" the committees against us, deliberately removing members from committees who are favorable to our interests, as was the case of Representative Pearre, a Republican, who was a member of the Judiciary Committee in the 58th and 59th Congresses; he introduced our Anti-Injunction bill in the 59th Congress despite the protest of the leaders of the Republicans and because of his friendliness to labor failed to be re-appointed on the Judiciary Committee by Speaker Cannon.

The Republican party has been in absolute control of both branches of Congress for a number of years and it has, during all these years, refused to pass legislation such as is asked for by the American Federation of Labor and its friends, and it has refused to restore the rights to labor which have been taken away from it by the perversion of the writ of injunction in its application to labor's disputes, as well as by the recent decisions of our courts. Labor has been tolerant and patient in asking Congress for adequate labor legislation, but it has been bitterly opposed and persistently resisted.

With an unscrupulous Speaker of the House bitterly opposed to labor and its every interest, with a set of rules which are the most arbitrary the world has ever known to back him up, and for which the Republican members of the House are responsible, and with the large number of members who, for favors received and about to be received, and with the opportunities that the Speaker has for punishing those who antagonize him, or vote contrary to his interests, it seems that so far as the House of Representatives is concerned, at least, that the spirit of representative government and of the Constitution has been entirely swept aside and by a continuance in power of these men, who, in the last analysis represent only "the interests," there is no hope of any relief in the near future at their hands. Opportunities have been presented to Congress time and time again to afford relief to labor and it has refused to grant it.

Labor for years has been patient and hopeful. Hopeful that some relief might be forthcoming from the unfair and unjust conditions that surround it. The toilers have looked to Congress for this relief, but they have looked in vain.

We feel that the working people and our friends acted wisely and well when they in mass meetings all over the country adopted the following resolutions which we embody as part of our report:

Resolved, That the working people and their friends in meeting assembled insist that the Congress of the United States cease its indifference or hostility and enact the legislation in these resolutions set forth, so that we may exercise our fullest normal, natural, and industrial rights, and to attain them we will exercise our industrial and political power; and be it further

Resolved, That we call upon the Congress now in session to enact before adjournment the amendment to the Sherman Anti-Trust law known as the Wilson bill H. R. No. 20584; and be it further

Resolved, That we call upon the present session of the present Congress to enact the Pearre bill H. R. 94, to so define the injunction power and restrain its abuse that neither directly nor indirectly shall there be held to be any property or property right in the labor or labor power of any person; and be it further

Resolved, That we call upon Congress at this session to enact an adequate, just, and clearly defined General Employers' Liability law; and be it further

Resolved, That we call upon this session of Congress to enact Labor's Eight-Hour bill for the extension of the present Eight-Hour law to all Government employes and to all employes engaged upon work done for the Government, whether by contractors or sub-contractors; and be it further

Resolved, That we hereby declare our determination to hold each and every Representative and Senator strictly accountable upon his record upon these measures during the present session of the present Congress; and be it further

Resolved, That we stand unqualifiedly committed to the measures and the Congressional relief set forth in these preambles and resolutions and

the grievances set forth in the Protest to Congress published in the Congressional Record, and the plan of campaign outlined in the Address to Workers, prepared and presented by the great labor conference, held at Washington, D. C., under the auspices of the American Federation of Labor. And we pledge ourselves individually and collectively to the exercise of our fullest political and industrial activities now, and in the future, to the end that we may aid in the election of such candidates for—

President of the United States;

Representatives or Senators in Congress;

And such other executive, legislative, or judicial candidates for office as will safeguard and protect the common interests of the wage-workers, as well as the people of our common country; and be it finally

Resolved, That the toilers and their friends, fully aroused, will not be lulled into a fancied or false security by promises, however plausible, protestations, however masked by friendship, and that we call upon all our fellow-workers, our friends, sympathizers, and enlightened public citizens generally, without regard to party affiliation, to

Stand by our friends and elect them;

Oppose the indifferent and hostile to our cause and defeat them.

In this movement for our common protection we are moved by a high sense of duty and a profoundly conscientious purpose to serve, not only the workers of our time, but all the people of our great country for their industrial, political, social, and moral progress and uplift.

We believe that the time has now arrived when the working people of our country and their friends should arouse themselves from the lethargy that has surrounded them for years, and place the responsibility for the lack of remedial legislation where it rightfully belongs.

They should be alive to their interests, desert party affiliations where such affiliations are opposed to them. They should stand by their friends and elect them, oppose the indifferent and hostile to their interests and defeat them.

The time for such action is near at hand and it behooves our members and friends to prepare ourselves for the coming conflict so that we may have restored to us the rights, the liberty, and freedom which has slowly, insidiously, but surely been taken from us in the past. "Those who would be free must themselves strike the blow," and our duty now, and in the immediate future should be in the direction of organizing our forces solidly and effectively, so that when the blow is struck it will be with such telling effect that it will be heard around the world.

It must be borne in mind that in arraigning men or a party, it is not done in a partisan sense but solely with the intent of recording cold, unvarnished facts.

It is hoped that the truths here reported will convince the workers of our country how much more influential they can be if they will cast aside political partisan domination and use their ballot at all times to protect their rights and promote their welfare, always remembering to place their own people on guard whenever the opportunity affords.

Those responsible for the failure of legislation by Congress to afford substantial relief to the toilers will exercise all of their genius and sophistry in the coming campaign to "point with pride" to the Employers' Liability law they passed to protect employes engaged in the transportation of interstate commerce—by railroad only—but they will not make any explanation why they did not extend the provisions of this Act to cover all employes engaged in interstate commerce, including those on the rivers, lakes, canals, and harbors, thus leaving the Act open again in a vulnerable way to be declared unconstitutional as class legislation.

They will exhaust the English language in appropriating fulsome flattery for the party because it tardily passed a Child Labor law for the District of Columbia where little or no industry prevails, but they will be as silent as the tomb if asked how that poor little law can be enforced because of the failure to appropriate any money for child labor inspectors.

They will strain every effort to beguile the people because Congress begrudgingly passed a makeshift of a law giving Government employes engaged in hazardous occupations some semblance of relief in case of injury or death. This Act was fairly wrung from the 60th Congress in the closing hours of the session in order that some "labor campaign thunder" might be manufactured.

Questions of personal rights, human liberty, and economic righteousness were ignored by the dominant party in the session of Congress just closed.

The time has arrived when the toilers of our country should rise to the occasion; to meet the momentous conditions which confront not only them but all our people, and exercise their full rights as workers, as men, and as citizens of our common country.

Respectfully submitted,

THOMAS F. TRACY,
ARTHUR E. HOLDER,
JAMES E. ROACH,
J. D. PIERCE,
JACOB TAZELAAR,
M. GRANT HAMILTON,
E. N. NOCKELS,

Legislative Committee, American Federation of Labor.

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

FIRING ACROSS SEAS.

Is war now or likely soon to become impossible?

The question which M. Bloch, the rich ex-banker of Warsaw, asked in his world-famous work, "The Future of War," is repeated in another form of words by Colonel F. N. Maude, C. B., late of the Royal Engineers, in a remarkable article which he contributes to the April issue of the Contemporary Review.

For the moment it is not necessary to discuss the theories and conclusions either of M. Bloch or Colonel Maude. The important point is that in his article Colonel Maude refers to a weapon which, he says, is in existence, and "can impart, by the application of electricity, an initial velocity of 30,000 feet a second to projectiles of all dimensions which can be practically handled under war conditions, and on board ship, or in permanent defenses, 2000 pounds weight lies fairly within these limits."

In a succeeding passage Colonel Maude declares that if the rule with velocities up to 2500 feet a second—namely, that the resistance increases as the square of the velocity—holds good at higher rates, "then practically there is nothing to prevent these weapons—one can hardly call them 'guns'—from throwing shells from London to Paris, or vice versa, at the rate of a few thousand a day."

London bombarding Paris; or Paris, London! Berlin shelling the capital of France, or Paris, instead of shouting "A bas Berlin!" as of old, and taking the high road to the Prussian city, pouring a rain of shell into its streets, raking the Unter den Linden with its red-hot fire, wrecking its "bier-gartens" and destroying its population!

Incredible as it may seem, these are the possibilities of the warfare of the future if the weapon to which Colonel Maude refers should ever come into use. . . .

Here is the considered opinion supplied to me of Colonel Maude, a most dispassionate critic, who, as the author of "The Evolution of Modern Strategy," "The Evolution of Infantry Tactics," "War and the World's Life," speaks with authority.

"The influence of inventions upon tactics and strategy, on land and sea," says Colonel Maude, "has been my constant study during the last thirty years, and, in the whole of my experience, I have never known of so important and revolutionary an invention as the new electric gun and projectile, designed by Mr. Simpson. I have examined the model and the whole principle involved, and do not hesitate to say that the practical results claimed by the inventor are certain to be realized.

"The fact that with this weapon it is possible to confer upon a projectile a velocity of 30,000 f. s. (feet per second) and upward, and that, too, without either flash, smoke, or recoil, will ultimately compel all navies to abandon armor and devote their energies to the attainment of speed as the prime factor of success, and because there is no recoil, practically any ship will suffice as a gun platform.

"It would need a volume to work out all

the possibilities of this gun in field or siege warfare, but it will be sufficient to indicate that, since the velocity is under complete control, the same weapon will serve the purpose of the gun or howitzer equally well, and since a single gun can deliver an almost continuous stream of projectiles, it will be at least equal in fire to a whole battery of modern quick-firers.

"The simplicity of construction is so great that the resources of any engineering workshop will suffice for its erection, and there will be no longer any necessity for governments to sink great sums of money in special plants of use only for the preparation of war material.

"If the gun possessed no other advantage over existing weapons than the two last-named ones, these alone would suffice to compel every nation to adopt it forthwith."—London Chronicle.

USING TIDAL POWER.

Almost simultaneously experiments have been made at Hamburg and in Italy for deciding the question whether the movements on the surface of the sea could not on a large scale be fructified as sources of power for electrical works. The German engineer, Herr Pein, has just founded a limited company called "Wasserkraft-Anlagen" (Water-power Installments) at Hamburg with a view of using the regular coming in and going out of the tides as moving power. At the beach near Groden at the mouth of the Elbe river works are in course of construction that will supply the necessary power for the electric light of that place and Cuxhaven and for the electric tramway as well. The patents taken out in the course of his experiments are based on a principle that it is said will allow the delivery of electric current considerably below the current rates. This system derives its principal advantage from the regular reiteration of the motions used; but it can, of course, be applied only on spots where as strong tides are available as in the German ocean.

For fructifying the irregular movements of the sea water, the waves, an Italian Major of the general staff of the army, Signore Ravelli, has invented an apparatus to which he has given the name of "Maremotore." After testing it on the coast of Liguria, where there are no tides, he took his patents out in all countries of Europe and America. His apparatus consists of an inclined plane with rails stretching well into the deep sea. Carts that move on these rails are to be lifted up by the pressure of the waves and to fall again by their own weight. Thereby pumps are set into motion accumulating water that by its overflow will supply the moving power for electrical or compressed air machines. Another method of utilizing the waves has been already in practical use (in a small way) for about seven years. But moored floats were used as receivers of the wave pressure.

The idea is in fact already thirty years old, for it was in 1878 that the German engineer Plessner got his English patent. But it was not improved and successfully applied until the beginning of our century by the American

Mr. Wright and the German Herr Gehre. Wright built three enormous floats and put them on the sea of the California coast; by levers their motions were transferred to pumps that filled a basin made of steel plates, whence under pressure the accumulated water was led to some turbines in connection with a dynamo machine of nine horse-power. More than a mere experiment was Herr Gehre's "luminous buoy" as used for the last few years with great success near the mouth of the Elbe river at Busum. A bright light is automatically produced at short intervals and at the same time bells are set ringing. Even the slightest ripple of the sea is sufficient for setting the buoy at work.

If these experiments on a large scale now proceeded with in Germany and Italy should prove successful our anxieties about a distant future when the present coalfields of Europe will be exhausted may permanently be set to rest.—Continental Correspondence.

YACHTS DEVELOPING SAILORS.

A compilation from Lloyd's Yacht Register for 1908 shows that of the 3500 yachts enumerated as owned in the United States only 329 are 100 feet or more in length. Of this number 36 are purely sailing yachts and a large number of the others have only auxiliary power, that is to say, are rigged as sailing craft and for the most part operated as such. About half the remaining 3200 smaller craft are steam or power craft. From these figures it may be assumed that there are about 2000 real sailing yachts cruising about the shores of this country. As it is by means of the sailing craft that sailors are largely developed (aside from nautical schools) the figures here set forth are the source of a strong hope for the proper development of the merchant marine.

It is estimated that an average of three men is required for each yacht, so that there are about 6000 men afloat getting lessons in navigation and seamanship. Under these conditions the merchant marine ought not to suffer seriously in the future for the services of trained men.

UNION ITEMS.

Nels Gabor, No. 685, Atlantic Coast Seamen's Union, was drowned while proceeding to the schooner Mertie Crowley, at Baltimore, Md., on August 12.

Agent George C. Bodine, of New Orleans, La., visited Headquarters at Boston on August 18, for the purpose of consulting Secretary Frazier. He left for New Orleans on the 19th.

Secretary Frazier has returned to Headquarters from the conference of International officials held in New York. The conference proposed a number of recommendations for presentation to the Commission on Safety of Life at Sea.

Agent Sheraton, who took charge of the New Orleans agency during the absence of Agent Bodine in New York, has returned to Mobile, Ala., taking charge of the agency at that port.

World's Workers.

In 1893 there were only 37 unions in New Zealand; now there are 310. According to Labor Minister Millar the wage-earners of New Zealand are now in revolt against the Arbitration Courts of the Dominion.

A rearrangement of conditions and increase of wages has been generally conceded to the employes in the Queensland (Australia) railway service.

Owing to the acknowledged rise in the cost of living the Wellington Harbor Board (New Zealand) has decided to pay the general permanent laborers 8s. 6d. per day, an increase of 6d.

A big strike of coal miners is threatening at the Waihi Mine, N. Z., in consequence of the overbearing conduct of the colliery company toward the employes.

Seamen's compensation laws, for injuries received in the service of shipowners, are in operation in Austria, Belgium, Denmark, France, Germany, Russia, Italy, and Spain. The Australian Commonwealth Parliament neglected to pass the Seamen's Compensation bill, introduced at the last session.

The Amalgamated Society of Carpenters and Joiners in Sydney, Australia, have instituted proceedings against the New South Wales Railway Commissioners for a breach of the Arbitration Court award. The judge who tried the case dismissed the summons on a technical point, without costs on either side.

The bakers at Wellington, N. Z., are out for £3 per week of 48 hours. The Arbitration Court award was too low in comparison to the high cost of living, and now there is talk of prosecuting the bakers. In the meantime the master bakers can find no non-unionists, and there is a big run on grocers' shops for biscuits and baking powder.

On July 1 Premier Wade's Industrial Disputes Act came into force in New South Wales, and on July 2 the Sydney Labor Council defied it by carrying a resolution recommending the various unions to assist the Balmain coal miners on strike. According to Wade's Act that spells £1000 fine for anyone who assists the miners.

The repatriation of Kanakas from Queensland is now practically accomplished. The total number removed from Queensland was 4,197, including 269 females. Special permission was given to 58 others to remain until the end of the year, and about thirty or forty others are scattered in the scrub near Johnstone River.

A conference of Barrier (Australia) Unions was held recently, at which it was unanimously decided to ignore the Industrial Disputes Act of New South Wales. Twenty-six delegates were present, representing fourteen unions, and over five thousand unionists. The unions keenly resent the provisions of the Act.

The International Congress of Miners, sitting at Paris, unanimously adopted a resolution in favor of an eight-hour day for miners and surface workers, to be reduced to six hours in cases of fire damp and high temperature in mines in Britain, France, Belgium, and Germany. Another resolution was carried in favor of conducting an agitation to induce all governments to submit to compulsory arbitration any dispute likely to disturb the peace of the world.

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INFORMATION WANTED.

Whoever knows the whereabouts of Seaman Julius Friedrich Clausen, born at Flensburg, Germany, is requested to inform the German Consul, 51 Third street, San Francisco.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

Any person knowing the whereabouts of the relatives of James Flanagan, who was a member of the Atlantic Coast Marine Firemen's Union and who died in New Orleans, La., in the month of March, 1908, will please communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

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INFORMATION WANTED.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Theodore Hansen, a native of Germany, last heard of two years ago at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgevis is inquired for by Ed. M. Bourgevis, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Pacific Coast Marine.

The Kosmos liner Anubis, recently stranded on San Miguel Island, Cal., arrived at San Francisco on August 16 in tow.

The following changes of masters were recorded at the San Francisco Custom-house on August 20: Steamer Defiance, John Olsson, vice John G. Trapp; steamer Relief, H. P. Marshal, vice John Olsson.

The ship Palmyra, which has been quoted for reinsurance at 10 per cent was taken off the overdue list on August 20 and officially posted as lost. The Palmyra is 115 days out from Antwerp for Valparaiso.

The following changes of masters were recorded at the San Francisco Custom-house on August 18: Schooner Ada McCune, Oliver Ortle, vice J. H. C. Darley; steamer Liberty, George Paversich, vice O. W. Olsson.

The United States revenue-cutter Bear has arrived at Unga, Alaska, with seventy-five Japanese under arrest for illegal sealing near St. Paul Island within the three-mile limit, according to cable advices from Valdez.

Captain J. McT. Pantom, of Tacoma, Wash., has been appointed Surveyor for the State of Washington and British Columbia for Det Norske Veritas, owing to the increasing Norwegian tonnage arriving in northern waters.

Leopold Fredericks has been recorded at the San Francisco Custom-house as master of the steamer Tiger, vice L. Langren. The schooner F. S. Redfield, A. Hansen, master, was enrolled at the San Francisco Custom-house on August 17.

After having been almost given up for lost, having been on the overdue list for many days at an increasing rate, the dynamite-laden bark Good News arrived at Tacoma, Wash., on August 18, after a passage of 212 days from Delaware Breakwater.

Libels are piling up against the British Yeoman, at San Francisco. In addition to those previously brought, a libel was filed in the United States District Court, on August 18 by the Ship-owners and Merchants Tugboat Company against the British Yeoman for \$305 for towage.

Plans are being discussed by the Hawaiian planters, the Inter-Island Steam Navigation Company and the Matson Navigation Company to unite their interests and build a steamship of not less than 9000 tons to carry freight and passengers between Honolulu and San Francisco.

The barkentine Coronado which was forty-three days out from Honolulu on her way to San Francisco, put into Santa Cruz, Cal., on August 19, in a disabled condition. The cause of the distress of the Coronado was the springing of the seams of her hull during heavy weather, which caused her to spring a leak.

The first log raft to be brought to San Francisco this season was towed in on August 20 by the steamer G. W. Fenwick, after a six-day run from Astoria. It is consigned to the Hammond Lumber Company, and will be dissected and sold. The raft is 800 feet long, contains 700,000 lineal feet and 9,000,000 board feet. The raft was in perfect condition after the trip.

The world's record for a week's catch by any Coast whaling station was broken last week by Kyuquot (B. C.) station, to which twenty-six whales were taken by the steam-whaler St. Lawrence. The best catch known heretofore was twenty-two, a record also made by the St. Lawrence. The Kyuquot station has taken 234 whales since the season began.

It is announced that the Mexican Government will spend millions of dollars on port works on the Pacific Coast side of the Republic. The first work will be done on the port of Mazatlan, where it is intended to spend many millions in making the shipping facilities of the first order. The works will approach in importance those situated at Salina Cruz, the Pacific terminal of the Tehuantepec National Railroad.

Japan has formally signified its readiness to negotiate a sealing convention with Russia similar to the Russo-American and the Russo-British conventions. Through the acquisition of the south half of the Island of Saghalen, Japan becomes owner of Seal Island, the breeding place of a small herd of seals, and it now recognizes the importance of co-operating with other countries in preserving the herds.

The Great Northern liner Minnesota, breaking all her previous records for west-bound passages across the Pacific, arrived at Port Townsend, Wash., on August 9, entirely unexpected and two full days ahead of schedule. Fortune favored the monster steamship throughout the voyage and she arrived in ample time to undergo quarantine inspection without being delayed until daylight, as is usually the case.

The following changes of masters were recorded at the San Francisco Custom-house on August 19: Steamer Zinfandel, Frank J. Murphy, vice George H. Pinkham; steamer Brunswick, W. F. Higgins, vice Charles Ellefsen; steamer Sonoma, A. R. Paul, vice N. P. Nelson; steamer J. D. Peters, O. J. Johnson, vice Mar-

tin Homburg; steamer Union, Frank E. Bauer, vice L. A. Gustafsen.

The schooner Guide, Captain Roth, bound from San Pedro to Tillamook, put into San Francisco on August 19 to repair damages to her steering gear. While off the Coast, near Monterey the iron band of the vessel's rudder broke and rendered the craft helpless in a choppy sea. Captain Roth hove his craft to and set about making temporary repairs. These completed the Guide managed to make the Golden Gate.

Unless the British steamer Aeon, of the Australian Mail Line, which is now forty-four days out from San Francisco for Sydney, via Apia and Auckland, is heard from soon, steamers will be sent from Auckland and Sydney to search for her. Frank Waterhouse & Co., the San Francisco agents of the Australian Mail line, are still confident that the Aeon is safe, and it is believed that some defect in the machinery has caused her lengthy passage and not that she has met with any serious disaster.

Two more vessels were added to the list of overdues on August 19. One of these was the Heathfield, bound from Caleta Colosa for Channel. She left the former port April 1 and has not been heard from. The rate on the vessel is 8 per cent. The other vessel is the bark Saxon, which sailed from London April 25, bound for Newcastle, New South Wales. She has been out 116 days and her rate is 8 per cent. The bark Hara, 110 days from Port Talbot for Pisagua has been taken off the overdue list, having arrived.

The steamer Aberdeen, which sailed from San Francisco on August 15 for Eureka, while crossing over the bar at that place struck several times, driving her sternpost up through the deck. She began to leak badly and Captain Hansen beached her inside the harbor near the life-saving station. The vessel is full of water and is apparently in a bad condition. The Aberdeen belongs to the Pacific Lumber Company and left San Francisco in ballast to bring down a lumber cargo. She is 499 tons gross, is 169 feet long, 34 feet in width and draws 11 feet of water.

On account of the collision between the steam-schooner Iaqua and the steamer Acme at the entrance to Humboldt Bay on July 11, Gudmund Olsen, master of the Acme, had his license suspended for fifteen days, and Alfred Hansen, master of the Iaqua, was suspended for sixty days, both for negligent navigation. The investigation which resulted in the suspensions handed down by the Local Board of Steamboat Inspectors at San Francisco on August 18, showed that both masters were negligent, and gave the wrong signals, which caused the collision.

The first of the salmon fleet to arrive at Astoria, Or., from the Nushagak River, Bristol Bay, Alaska, is the steamer North Star, of the Alaska Fishermen's Packing Company, which arrived on August 19, having sailed from the North on August 6th. The individual packs of the three canneries owned on the Columbia River follow: Alaska Fishermen's Packing Company, 42,000 cases; Portland-Alaska Fishing Company, 58,000 cases; Columbia River Packers' Association, 51,000 cases. The other canneries on the Nushagak River, especially those of the Alaska Packing Association, had equal good luck.

Following is the reinsurance list, as posted at San Francisco on August 21: Bark Ester, 260 days from Amsterdam for Macassar, 90 per cent; bark Carned Llewellyn, 184 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 173 days from Port Talbot, 75 per cent; ship Aberfoyle, 177 days from Antwerp for Pelotas, Brazil, 20 per cent; bark Olivia, 138 days from Kalpara for Hull, 10 per cent; ship Elisa, 158 days from San Francisco for Queenstown, 8 per cent; ship Siam, 160 days from Adelaide for Falmouth, 8 per cent; bark Jean Baptiste, 116 days from Caleta Colosa, 8 per cent; steamer Aeon, 47 days from San Francisco for Auckland, 35 per cent; bark Heathfield, 143 days from Caleta Colosa for Channel, 8 per cent; bark Saxon, 119 days from London for Newcastle, New South Wales, 8 per cent; bark Lysglimb, 108 days from Callao for Sydney, 15 per cent.

SEXTANTS FOR SALE.

Two sextants, the property of a member of the Sailors' Union of the Pacific, who was compelled to go to the Fort Stanton Sanitarium, are offered for sale at a very low figure. Apply to E. A. Erickson, First Patrolman, Sailors' Union, 44-46 East street, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
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Sub-Agency:

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 26, 1908.

LABOR NOT A "COMMODITY."

The charge made against President Gompers and other officials of the American Federation of Labor, that they have "made a bargain to deliver the labor vote," has its inspiration in a habit of thought quite common in the circles from whence that charge emanates. The habit referred to is that of regarding labor as a commodity, a marketable article, a thing to be bought, sold, exchanged or delivered, according to the state of the "labor market." At bottom, the protest against the alleged "bargain to deliver the labor vote" is directed not against the character of the transaction itself, but against the parties engaged in it. The offense charged against President Gompers is not that he has "bargained to deliver the labor vote," but that he has bargained to deliver that "commodity" to the wrong customer.

Those who criticize the policy of the American Federation of Labor in the present campaign affect great confidence in the "independence of labor," but that position is belied by too much insistence. Did the opponents of organized labor really feel as they speak, did they really regard the workers as so many sovereign citizens able to form their own opinions and capable of acting upon their own judgment, they would talk a good deal less than they do about the "bargain to deliver the labor vote;" their confidence would be expressed by dignified silence rather than by noisy asseveration. These expressions of pretended respect for and confidence in labor are merely so much flattery, having its basis in a conviction that the labor vote CAN be delivered, and a fear that, for once at least, that "commodity" may not be delivered where it belongs, i. e., to the party of labor's self-styled friends.

These friends (?) of ours may rest assured. Although they do not really believe it, those who take exception to the policy of the American Federation of Labor in the present campaign are dead right in asserting that "the labor vote can't be delivered." The Federation itself knows this at least as well, and probably better, than do its critics. The difference between the attitude of the Federation and that of its critics and opponents is that

whereas the latter merely assert the "independence of labor," the former not only asserts that condition, but believes it. The American Federation of Labor knows that labor is not a "commodity," and that the "labor vote" is not a deliverable quantity. The Federation knows more than this; it knows that labor can be united in its own interest for action in the political field as well as in the economic field. This knowledge inspires both the hope of the Federation and the fear of the Federation's opponents. The Federation hopes by a campaign of education to unite the "labor vote" in such manner as to make it an effective factor at the polls. The opponents of the Federation fear the result of that campaign and on the desperate chance of defeating it have raised the false issue of an attempt to "deliver the labor vote." It remains to be said that that fear is as well founded as the method adopted to offset it is absurd and futile. That the campaign of education will produce material results is now beyond doubt. That the "labor vote" will be "delivered" where it will do most good, is equally certain. The delivery will be made, however, not in obedience to "orders from Gompers" or from any other source, but in obedience to the deliberate judgment of the individual voter.

LABOR BILLS SUPPRESSED.

The report of the Legislative Committee of the American Federation of Labor, published in this issue, is a striking presentation of the situation existing in Congress with reference to labor legislation. It is apparent from the numerous incidents quoted by the Legislative Committee that Congress has set its face against any and all labor legislation "on general principles." This attitude is unworthy of any body claiming to represent a great nation; more than that, it is a distinct affront to the sense of fair play. It seems that the members of Congress are actuated more by a desire to gratify personal spite against the labor movement and its representatives than by a disposition to serve the best interests of the country and all its people.

This situation is aggravated, if possible, by the fact that the hostility of Congress to the labor measures is manifested not by the defeat of the latter, but by their deliberate, and in fact malicious, suppression in committee. A Congress that should openly oppose any measure by defeating it on a vote might be entitled to respect, if only upon the ground that it possesses the courage of its convictions; but a Congress which positively refuses to discuss, to say nothing of voting upon a given measure, is entitled to nothing but contempt upon the ground of its cowardice. It matters not what may be the merits or demerits of the bills in question; once introduced, they are entitled to a full and fair hearing and to a vote. The fact that measures are suppressed in committee is presumptive evidence of their merit, or at any rate of the likelihood of their passage; otherwise there could be no motive in preventing the discussion of them.

The treatment accorded the labor bills and the representatives of labor by the present Congress is disgraceful from every point of view—to say nothing of being grossly unjust to a large element of the people—and indicates a low caliber of statesmanship, if, indeed, that term may properly be used in this connection. The responsibility for this situation rests directly upon the Speaker of the House of Representatives, who uses the enormous, in fact despotic, power of his office to gratify an

ingrained prejudice against organized labor and every other element of the masses. With Speaker Cannon in the chair, supported by a weak or willing majority of Representatives, the House has ceased to be a deliberative assemblage, even in name, and has become merely a machine to record the will of the "interests" or "powers" in whose service the dominant party is enlisted. All party considerations aside, and regardless of individual opinion concerning this or that legislative measure, this situation is intolerable to every fair-minded person, presenting as it does a condition of despotism that is the very antithesis of popular government. There is but one remedy, and that is obvious, namely, in a change of the rules of the House, whereby the gag will be removed from the mouth of the individual Representative, thus giving him freedom to voice the wishes of his constituents, and, above all, making it possible for him to secure a hearing on the floor for his bills. Until this be done the House of Representatives will continue as it now is, a pitiful and expensive travesty upon deliberative methods and a scandal upon the government of the country.

"NO MAN CAN FAIL TO BEAR THE RESPONSIBILITY TOWARD HIMSELF AND HIS FELLOWS TO-DAY AND FOR GENERATIONS TO FOLLOW, WITHOUT BEING RECREANT TO HIS OWN CONSCIENCE AND THE MORAL OBLIGATION DEVOLVING UPON HIM."

These words, from the appeal of the American Federation of Labor for funds to carry on the campaign of education concerning the position of labor in the present political campaign, ought to be taken to heart and acted upon by every trade-unionist. Every trade-unionist ought to contribute to the Federation's fund, if it be only to the extent of one dollar, as a measure of self-defense. A dollar voluntarily expended at the present time may easily prove a saving of one hundred dollars in enforced expenditures in the future.

"It is unlikely that Mr. Gompers will be unable to deliver to the Democracy very much of the 'labor' vote which it would not get regardless of his efforts." This, from the San Francisco Chronicle, is a repetition of the transparent falsehood that forms the staple argument (?) of labor's opponents in the political field. The effort to make it appear that Mr. Gompers seeks to "deliver" the votes of any class has become the joke of the campaign. The pro-Injunction press should bear in mind the fact that jokes are apt to prove poor campaign material in the minds of a people possessed of the sense of humor.

The Filipinos have demonstrated their incapacity for self-government. Such, at any rate, is the verdict of "the American residents and others of the foreign population of Manila," based upon the result of the recent election in the Philippines. The Filipinos in Manila elected two radicals as Aldermen of that city, defeating two representatives of the "safe, sane and conservative" elements. From this it would appear that the fitness of the Filipinos to govern themselves is to be judged by their willingness to vote against those who represent them and for the representatives of the "ruling classes."

Seafaring readers of the JOURNAL are urged to insist upon the label of the United Garment Workers when purchasing ready-made suits, overalls or shirts.

LABOR DAY, 1908.

Labor Day, 1908, signalizes an epoch without precedent in the history of that day or in the history of the long struggle for the emancipation of the workers from the state of servitude to that of freedom and equality with all other classes. Ever since its establishment each successive Labor Day has marked some advance, or at least an advancing tendency, in the affairs of the workers. To-day we are confronted by a tendency decidedly reactionary, a tendency which, unless arrested and counteracted, will assuredly force the workers back into the state of servitude from which they have but recently emerged. Labor Day, 1908, will take its place in history either as the day marking the successful maintenance of human rights, or as the day marking the last stand against the assault of Power and Privilege.

Regarded solely from an industrial standpoint, the occasion presents nothing either particularly new or particularly significant. Industrial depressions, financial panics, citizens' alliances and manufacturers' associations are the common incidents of the labor movement. That feature of the labor movement of to-day which gives pause to every thoughtful person, regardless of personal standing or sympathy, is the attitude of the Government of the country toward the organized workers. With a Judiciary solemnly proscribing the exercise by labor of those rights which are universally regarded as the most valued heritage of mankind—the rights of free press, free speech and peaceable assemblage—and a Legislature bluntly refusing to even consider any measures of relief, there is created a situation that presages no good for the labor movement, a situation which, on the contrary, forecasts the destruction of that movement, so far as its power for the accomplishment of good by peaceable and reasonable methods is concerned.

On Labor Day the voice of the workers ought to be raised in solemn protest against the existing tendency toward the abrogation of popular rights and personal liberty. More than that, the voice of the people at large ought to be joined with that of organized labor, as in common cause against a common danger. It is a truism (and therefore in danger of being ignored) that whatever affects the working class, so-called, must inevitably affect all other classes. That observation carries the more force in proportion as the working class is organized for the furtherance of good ends. The blow now aimed at the labor movement of the United States will, if it be not stayed, strike at the vitals of society itself. The law of self-preservation demands that the people of all classes shall rally to the support of the labor movement, which stands now, as it always has stood, on the firing line of human progress.

Whatever be the attitude of press and people in the present crisis, organized labor on the coming Labor Day will proclaim its insistence upon the preservation of popular rights and free government and pledge itself anew to the maintenance of these institutions. Organized labor will take no backward step nor relinquish jot or tittle of its rights, rights which it holds in common with all other classes of society. If it be foreordained that the course of labor shall be backward for a space, it might as well be understood by all concerned that every step in that course will be resisted to the uttermost.

FURUSETH IN LONDON.

A recent amendment to the British maritime law makes a number of improvements in the conditions of the seamen, including more and better food, compensation in case of accidents, and a language test, also to some extent a standard of efficiency. These improvements have raised the courage and hopes of the men working for the Union and also of the membership at large, and in fact of the seafaring class generally. I find a better tone than I had expected among the seamen, and where there is really good work being done for the Union, there is an increasing membership and income.

I am able to speak from some experience, since I have attended and spoken at two meetings a day since I have been here. I am informed that this is the general routine, and that it has improved the income and improved the spirit of the men. This I can well believe, both on account of the agitation and of the information that is thus disseminated. There are three branches of the Union in London and one or more in each of the important seaports of Great Britain. The Union is organized on the same principle as our own; that is, a union at large, with general offices in London and branches along the coasts.

Concerning the new food scale, the men are not yet getting it in all vessels, because they do not know what they are really entitled to in all cases; besides, there is no organization strong enough to compel obedience to the law. However, there is a constant improvement in this particular. The language test is fairly well applied in the United Kingdom, but not so well on the Continent; the Chinese are being used to kill that feature of the law. The latter come from Hongkong. The President of the Board of Trade, Hon. Winston Churchill, has expressed his opposition to the employment of Chinese on British ships, and has issued the strongest regulations against them, which the shipowners and Chinese working together will no doubt evade in the long run, although it will take some time to find the means and apply them. The regulations are based on the "certificate" plan, and we of the Pacific Coast know what can be done by the Chinese and their friends in the way of evading any such plan.

The standard of efficiency in the able-seaman is enforced against the latter but evaded by the shipowner, who frequently signs ordinary-seamen, or merely "seamen." This can be done because the law does not require that a specified percentage of the crews shall be able-seamen. That this defect will be remedied is, I think, fairly certain; but, of course, it will take some time. Notwithstanding these defects and evasions of the new law, it still has accomplished much and will gradually do more to make the seaman's condition better than it has been in the past.

I find that the present Government is willing to do what seems reasonable and that there is a decided disposition to enforce the law. While under the law the seaman may be taken on board ship by force and compelled to work against his will, this feature is hardly ever enforced in the United Kingdom. The Shipping Federation will be able to offset much that is intended for the seaman's good.

The Shipping Federation, by the way, seems to be losing some of its grip in England, and I think it recognizes this fact. The Federation has organized an "International Shipping Federation," the rules and purposes of which are secret. From what I have learned the Federation people are making preparations to assist each other all over the world.

The general depression in maritime business is, of course, affecting England, and large blocks of tonnage are unemployed. Mr. Wilson informs me that this condition has had the effect of decreasing the income of the Union at several of the branches, in spite of the constant agitation. Of course, only a comparatively small number of the seamen are in the Union and paying dues regularly as yet, but the number is growing.

I shall secure further information about the British maritime law and address several more meetings; then I leave for France.

Every meeting that I have so far attended has been fairly earnest and enthusiastic. These meetings have adopted resolutions thanking me for my talk. These expressions I have in every instance declined to accept upon my own account alone, but have accepted them on the part of the seamen of the United States and promised to transmit the same. This I hereby do coupled with fraternal greetings of the seamen here in London.

Fraternaly,

ANDREW FURUSETH.

London, Eng., July 31, 1908.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 24, 1908.

Regular weekly meeting was called to order at 7:30 p. m., A. Seaman presiding. Secretary reported shipping dull and no prospects of improvement. It was decided to send three delegates to the convention of the California State Federation of Labor, to be held at San Jose, on October 5. Nominations of delegates will be made at the regular meetings held at Headquarters, San Pedro and Eureka on September 8. The election will be held on September 21. Albert Haase, No. 1453, was expelled from the Union.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, Aug. 17, 1908.
No meeting; no quorum. Situation quiet.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, Aug. 17, 1908.
No meeting; no quorum. Shipping rather dull, prospects poor.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 17, 1908.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 17, 1908.
Shipping and prospects poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 17, 1908.
Shipping slightly improving.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, Aug. 17, 1908.
Shipping dull.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 16, 1908.
Shipping and prospects poor.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 17, 1908.
Shipping fair; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Aug. 10, 1908.
Situation quiet.
JOSEPH T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 20, 1908.
Regular weekly meeting was called to order at 7:30 p. m. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Aug. 13, 1908.
Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Aug. 13, 1908.
No meeting; shipping poor.
CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 17, 1908.
Situation unchanged.
WM. PENJE, Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Aug. 17, 1908.
Shipping quiet.
J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 18, 1908.
Shipping fair; prospects good.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

ATLANTIC COAST MARINE FIREMEN'S UNION.

Headquarters, Brooklyn, N. Y., Aug. 13, 1908.
Shipping dull.
DANIEL SULLIVAN, Secretary.
15 Union St.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

LAKE LEVELS FOR JULY.

The United States Lake Survey reports the stages of the Great Lakes for the month of July as follows:

Lakes.	Feet above tide water New York.
Superior	602.89
Michigan-Huron	581.79
Erie	573.33
Ontario	248.34

Since last month Lake Superior has risen $3\frac{1}{4}$ inches, Lakes Michigan and Huron have risen $2\frac{1}{4}$ inches, while Lake Erie has fallen 2 inches and Lake Ontario $3\frac{1}{4}$ inches.

During August Lake Superior should rise $1\frac{1}{4}$ inches. Lakes Michigan and Huron are balancing on the seasonal crest, and are likely to fall half an inch. Lake Erie should fall 2 inches and Lake Ontario 3 inches.

Lake Superior shows a normal height, at the average July stage of the past ten years, and practically the same as in July, 1906. It is $13\frac{1}{2}$ inches higher than in 1892 and $2\frac{1}{4}$ inches higher than last year; but it is lower by an inch than in 1905, and lower by 3 inches than in 1903.

Lakes Michigan and Huron show the highest July stage since 1888, when the water was half a foot higher. They are 8 inches above the average July stage of the past ten years, $2\frac{3}{4}$ inches higher than last year, and $22\frac{3}{4}$ inches higher than in 1896; but in 1886 the water was higher by $19\frac{3}{4}$ inches.

Lake Erie is a trifle higher than in July last year, but an inch higher than in 1904 and half an inch lower than in 1892. It is 7 inches above the mean July stage of the past ten years, and $22\frac{1}{2}$ inches higher than in 1895. It is, however, 13 inches lower than in 1876 and 10 inches lower than in 1883.

Lake Ontario shows the highest July stage in thirty-two years, the lake in 1876 having been a trifle higher. In 1870 it was a trifle lower. In 1862 it was $3\frac{1}{2}$ inches higher. It is $22\frac{3}{4}$ inches above the average July stage of the past ten years, and 45 inches higher than in 1895, $3\frac{1}{2}$ inches higher than in 1886, and $5\frac{1}{2}$ inches higher than in 1904.

TRAFFIC AT SAULT STE. MARIE.

Traffic figures for July made public at Sault Ste. Marie on August 7 show the best month's business recorded so far this year, but the total for the season to date is only a little over half what it was a year ago.

The net tonnage for July was 7,088,149. The total this year to date is 13,090,474. During the corresponding period last year the total tonnage reached 24,881,355. The decrease for the first four months is 11,790,881 tons.

Iron ore tonnage for the month was 4,372,892. The grain movement reached nearly 5,500,000 bushels in wheat alone, while nearly 4,000,000 bushels of other grain was carried. The coal traffic was a little over 2,000,000 tons. Over 16,000 passengers were carried through the locks, the east and west travel being evenly divided. The total tonnage through the Canadian Canal was 1,815,567.

SEASON'S ORE SHIPMENTS.

Ore shipments for the season up to August 1 were 10,299,353 tons behind last year for the same time. There was a strike on the docks and at the mines at the head of Lake Superior in July, 1907, or the loss would have been much greater.

Shipments for last month were heavier than expected. In July the fleet moved 4,364,283 tons of ore, which is a decrease of only 484,834 tons compared with the same month last year. July is usually the biggest month of the season, and if the mines and docks were not tied up by labor trouble last year the movement for the month would have been over 6,000,000 tons.

The fleet moved 7,235,280 tons of ore up to August 1 this season, and in 1907 for the same time the mines sent forward 17,534,633 tons of ore. It is not expected that shipments will show much of an increase this month, but a better movement of ore is looked for after September 1.

The outside figure that has been named for the total movement for 1908 is 25,000,000 tons, and in order to bring down that amount of ore the fleet will only have to move about 18,000,000 tons after August 1. There would only have to be a slight increase over the July shipments during August, September, October and November to bring the total up to that figure.

A movement of 4,500,000 tons for each of the four months named would make 18,000,000 tons, and unless there is a decided improvement in the trade shipments during the balance of the season will not exceed that figure much.

NEW LOCK AT THE SOO.

Lieutenant Colonel C. McD. Townsend, United States engineer at Detroit, has completed a twelve days' annual inspection of his district of the Great Lakes. Colonel Townsend reports the improvement work progressing favorably at every point.

At the Soo work is under way on the widening of the old lock and bids for the first section of the construction work on the new American lock are advertised for. Work on the new lock is still held up by the long pending litigation between the Government and owners of land on St. Mary's River. Just now the matter is in the hands of the Attorney-General. Colonel Townsend has written that official advising that the land owners be offered a fair lump sum to give quit claim deeds of all the property in dispute. In case the offer is refused the engineer suggests that the land be at once condemned.

In the meantime the section which Colonel Townsend is preparing to dredge consists of all the work that can be done on property now in the possession of the United States Government. He hopes that before this is completed the matter in dispute with the Chandler-Dunbar Company and the Michigan Lake Superior Power Company will have been settled.

Only fourteen of the sixty-odd vessels of the Gilchrist fleet are in operation, the others being tied at the docks.

GRAND HAVEN SHIPPING.

The annual report prepared at the Grand Haven Customs office for the use of the Commissioner of Navigation at Washington, covering documented vessels in that district of Michigan, of which Grand Haven is the port of entry, for the fiscal year ended June 30, 1908, is an interesting one.

The enrolled vessels in the district now number an even 200, the total vessel tonnage of which is 41,061 tons. Of this number the report shows that only 27 are sailing vessels. The Manistique, Marquette & Northern is the Jumbo car ferry of the Great Lakes and has a vessel tonnage of 2,933, or 24 more than the next largest boat, the Pere Marquette No. 18.

The report shows six rather old vessels, among which are noted the steamers Hunter Savidge, built in 1866, and the Third Michigan, built in 1869. Both of these steamers were built at Ferrysburg, and are now owned by the Louis Sands Salt and Lumber Company, of Manistee.

Of the sailing vessels only three remain that were built in the early '60s, and the Belle of Benton Harbor, built in 1856, is the oldest.

Judging from the rapidity with which the Lake sailing craft—the queens of the Lakes in former years—are decreasing in number, it will not be many years before the schooner will be likened to the stage coach of the West—only one now and then to be observed.

NAOMI SUITS SETTLED.

The salvage suits brought against the owners of the passenger steamer Naomi, which burned with the loss of five lives on Lake Michigan about a year ago, have been decided by Judge Knappen of the United States District Court at Grand Rapids, Mich.

The owners of the steamers Saxona and D. G. Kerr, which went to the aid of the Naomi and rescued those aboard the burning ship, are given \$500 each, and the crews of each boat get \$400 for division among them. For especial bravery in going in a small boat under the nose of the burning vessel, Captain Doc. Valentine, of the Kerr, is awarded \$50. Second-Mate Geel, of the Kerr, gets \$50 for going into the hold of the Naomi in the effort to save four men who were burned to death there.

The Naomi burned off Grand Haven, and the salvage claims of the Kerr and Saxona were declared to be exorbitant by the Crosby line, owner of the steamer Naomi.

A communication from Two Harbors conveys the information that the Iron Range Railroad will begin the rebuilding of ore docks No. 2 as soon as the shipping season is over. Dock No. 2 is a wood structure and it will be rebuilt with wood. Plans and specifications are being drawn now and will be completed in time for work in the fall.

The new steel dock No. 6, if successful, will revolutionize dock building, and it is likely that the reconstruction of dock No. 2 will prove to be the last work of a similar nature done on any of the ore docks on the Great Lakes.

BREAKWATER AT DULUTH.

Agitation in favor of a breakwater for protection of vessels in Duluth-Superior harbor has been begun and Congressmen from the bordering Minnesota and Wisconsin districts will without a doubt make an effort to that end next winter. Relative to the necessity for the improvement, Captain G. H. Vroman, of the Union Towing Company, writes:

"If anyone doubts the necessity of a breakwater outside the Duluth piers they should go to the Limekiln slip and take a look at our tugs.

"Even a gentle breeze from the northwest is sufficient to keep all the tugs moving at their moorings and what it will be like during the fall gales is difficult to imagine. It is impossible for craft to stay at the end of the docks when there is any sort of a gale blowing and now that the deep water area is being so much extended it will be difficult for any vessel to lie in the harbor. The Government must put in a breakwater, at least a mile from the mouth of the harbor, or Duluth will only have a harbor in name."

NOTICE TO MARINERS.

A bulletin issued by the United States Government gives notice to mariners of the following changes and additions in lights and signals on the Great Lakes:

The Canadian Government has given notice that the diaphone fog alarm established at Welcome Island light station, Thunder Bay, Lake Superior, was put in operation July 22. The alarm will be sounded in thick or foggy weather, two blasts of two and one-half seconds' duration, an interval of five seconds and repeat. The fog signal is placed at a point 50 feet north-east of the lighthouse.

A diaphone fog alarm went into operation at Porphyry light station, Lake Superior, on July 15. In thick or foggy weather the alarm will sound one blast of two and one-half seconds' duration every minute. The horn is elevated twenty-nine feet above the lake level.

The color of the light at Milwaukee breakwater station has been changed from white to red.

LAMBERT'S QUEER LOAD.

Coming all the way from Montreal, navigating the Welland Canal and passing through Lakes Ontario, Huron, Erie and Superior, the steamer John Lambert arrived at Marquette, Mich., on July 24 with nitrate for the Marquette plant of the DuPont Powder Company. She discharged 400 tons of her cargo of 2,000 tons at that port, and proceeded to Washburn, Wis. More of the commodity will be unloaded at that point, and after this the vessel will go to Chicago to discharge the remainder. As she will traverse Lake Michigan in making this latter port, she will thus have passed lengthwise through all of the chain of Lakes before the last of her unusual cargo is delivered. Nitrate of soda is used to absorb the nitroglycerin in the manufacture of dynamite. The sources of supply are all practically in the South American countries and Chile is the principal one. The stuff is shipped in rough sacks. The Lambert's cargo came from Chile, it being reshipped at Montreal.

MARINE ITEMS.

The work of installing new breeching around the boilers of the big car ferry Michigan has been completed at the Orleans street plant of the Detroit Shipbuilding Company. She has been at the plant a month or more.

The receipts of iron ore for this season at Ashtabula ending July 31, were 242,898 tons, being 2,814,796 less than at same time last year. The shipments of coal were 345,168 tons, a decrease of 146,000 tons so far this season.

With the arrival of the steamer Alva S. Chisholm, Jr., with her consorts, the Moran and Cutler, the last stone for the Government breakwater work at Ashtabula harbor, now under contract, was delivered and is being put in place.

The Ohio State Railway Commission has authorized all coal-carrying roads to suspend demurrage on Lake coal until December 31, because of the slow movement of the coal from the Lake Erie shipping ports this season.

General Manager B. W. Parker announced at Detroit, Michigan, recently that the plans for the new passenger steamer for the White Star line are nearly complete, and after Frank Kirby looks them over bids will be asked for from the Lake Shipbuilders. The new boat will be an early and late vessel on the St. Clair River route. She will be 185 feet long.

Superintendent Cox of the Chicago Weather Bureau has decided to install a steel tower at the Holland life-saving station for the display of weather signals by means of colored lanterns. Heretofore the signal flags have been flown from the flagstaff. The station will also be equipped with a new surfboat and if the plans for a new boat-house at Ottawa Beach do not miscarry, this will also be supplied with a surfboat and beach apparatus in order to facilitate calls on the north shore.

A turning basin in the Calumet River at 95th street, South Chicago, money for the construction of which has been available for the past two or three years, promises to become a reality very soon.

Deeds to the surrounding land and to the island at this point in the river have been given to the United States free of charge by citizens of South Chicago. The deeds are now under inspection at the War Department in Washington.

The contract for dredging away the island and making a turning basin 650 feet wide and 21 feet deep at this point has been awarded to the Great Lakes Dredging & Dock Company, who will start work in that vicinity shortly, but no work at the island will be commenced until the deeds are accepted by the War Department.

INFORMATION WANTED.

Norman Hamburg is requested to communicate with Wm. Curry, Agent Lake Seamen's Union, Cleveland, O.

Thomas Bonner, No. 7823, Lake Seamen's Union, is requested to communicate with his sister, who is very ill, at Kingston, Ontario.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Ed. Rathenow, No. 5388, Lake Seamen's Union, is inquired for by his sister, Mrs. Chris Marquist, 429 N. Clark St., Chicago, Ill.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

Anna Eisenbach, 215 Locust street, Allentown, Pa., administrator for Frank Eisenbach, drowned on steamer Cypress in October, 1907, wants to know in what bank the funds of deceased were deposited. She says he had money in a bank at some Lake Erie port. She also wants the address of second-mate Pitz, survivor of the Cypress.

LAKE SEAMEN'S DIRECTORY.**HEADQUARTERS:**

LAKE SEAMEN'S UNION.
(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis. 133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y. 55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O. 87 Bridge Street
Telephone 552.
CLEVELAND, O. 81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O. 54 Main Street
Bell Phone East 756.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.
AGENCIES:
DETROIT, Mich. 7 Woodbridge Street, East
Telephone 3742.
ASHLAND, Wis. 515 East Second Street
Ashland Phone 1563.
SUPERIOR, Wis. 1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, Mich. 108 Third Street
OGDENSBURG, N. Y. 40 Ford Street
FT. WILLIAM, Ont., Canada. Box 235
KINGSTON, Ont., Canada. (Box 96) King Street

SUB-AGENCIES:

MANITOWOC, Wis. 725 Quay Street
ERIE, Pa. 222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O. 922 Day Street
Telephone Local 233.
SOUTH CHICAGO, Ill. 113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O. 510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.
CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.
RELIEF STATIONS.

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Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

ORIENTAL EXCLUSION.

The friends of a white country were disappointed when the San Francisco Chronicle came out editorially last Thursday morning with objections to a continuance of the propaganda against Asiatic exclusion. The paper, referring to the efforts of diplomacy, says: "The fight is won. Consequently we deprecate the formation of new organizations for the promotion of Asiatic Exclusion, as well as the harangues of demagogues evidently seeking popularity by keeping alive the discussion of a matter which is already settled and whose continual discussion in the tone which demagogues invariably adopt is certain to make enemies of those whom we should prefer to retain as customers." Another thought in the editorial is conveyed in the sentence: "It is believed that Asiatic immigration of laborers can be entirely stopped by diplomatic negotiations."

The disappointment alluded to in the previous paragraph is caused by the change of attitude of the Chronicle, and the facts that hardly warrant such strong language in referring to exclusionists or the efforts to add to the number of organizations opposed to Asiatic immigration.

For nearly forty years the question has been before the people of California and the United States in some form or other. A referendum vote showed the sentiments of the inhabitants of this section of the land, and the mere reference to names like Morris M. Estee, Frank A. Pixley, Aaron A. Sargent and John F. Swift, all in their day "demagogues" who "harangued" the people, illustrate the diversified and intense feeling for the exclusion of those who are separate and apart from the ideals of Americanism.

In another column will be found an article telling of the formation in Washington, D. C., of the Anti-Asiatic Immigration League. The names of the officers are given, and a glance will show that they are professional men of high standing. One of them is a Congressman. The only unionist among the officials is a man who stands well in the esteem of his fellows. This League is undoubtedly the result of the agitation of the Chronicle and its erstwhile able articles on the menace to the United States in the unrestricted immigration of Orientals, in addition to the growing numbers of Japanese in the east. A late issue of the Labor Journal of Rochester, N. Y., has an article about this influx. The Asiatics are beginning to displace white help as hotel and house domestics. From other sources not associated with the labor movement come words of warning and alarm in this connection. In other words, the question is becoming as wide as the land in these United States. It is no longer confined to California. The "little brown man" is traveling.

It is well to consider carefully the statistics furnished by the Department of Commerce and Labor. The immigration returns show that for the fiscal year ending June 30, 1906, there were 14,243 arrivals from Japan. For the fiscal year of 1907 the number was 30,226, and for 1908 (up to June 30th) the arrivals amounted to 15,803. These figures do not take into account the thousands who enter this country surreptitiously. Smuggling of Japanese is quite an art these days, and they pour over the Mexican border when opportunity offers. The report of Special Agent Marcus Braun in the report

of the Commissioner-General of Immigration for 1907 states that prior to his investigation some 8000 Japanese had gained illegal entry over the Mexican border in a period of one year and a half. Advices from Mexico, per the City of Mexico Herald and the El Paso News, state that there are a large number of Japanese, variously estimated from 5000 to 15,000, awaiting an opportunity to cross.

Let us consider figures from official statistics for the Puget Sound district alone. In June, 1908 (the last month obtainable), there were 376 steamer arrivals. There arrived previous to June, but admitted during that month, 161 males and 116 females, thus showing a total of Japanese immigration for practically the one port of Seattle of 653. From November, 1907, to June, 1908 (inclusive), the brown men and women admitted on the Sound total 4,210, thus showing a monthly average of about 500. During the last six months figures have not been obtainable from the steamship companies of San Francisco as to the arrivals of Japanese in this port, but if the other opportunities for ingress are taken into consideration, there remains ample room for diplomatic negotiations, and it is shown that diplomacy has not proved a success to date.

Like all movements of similar nature, the agitation for Asiatic exclusion passes through stages, and we profit by the experiences of the past. In 1900 Governor Henry T. Gage sent a special message to the California Legislature drawing attention to the influx of Japanese in this State, and the Legislature passed a resolution embodied in a memorial to Congress and the President asking for the enactment of restrictive laws. The State of Nevada took similar action. The result was a falling off in Japanese immigration. In 1902 the question again became of public importance. Incidental to the Chinese exclusion law, it was discussed before the House Committee on Chinese exclusion by Congressman Julius Kahn and by the following commissioners from California: ex-Governor James H. Budd, Edward J. Livernash, Andrew Furuseth and James D. Phelan. As in 1900, there was a decrease in the undesirable immigration, but, owing to lack of organized effort to keep the question alive, the arrivals were so numerous that the San Francisco Chronicle entered the field in 1904-05 with a series of special articles and editorials that riveted the attention of the people and resulted directly in the formation of the Asiatic Exclusion League. As is frequently the case, the brunt of the work fell upon the shoulders of trade unionists, and in passing, it is germane to draw attention to the fact that the "demagogues" of to-day were "brainy leaders" and a few other nice things in 1904-05!

The press dispatches of the last few days tell of the Canadian railroad in an industrial dispute with its employes hiring Japanese by the hundreds. In last week's issue of the Labor Clarion appeared a clipping from the Los Angeles Times, bearing date of July 19th, to the effect that the Japanese about Santa Paula had given fruit growers a great deal of trouble this season. "The Japs have struck often or quit from pure cussedness, recklessly violating their contracts. One grower had to get a number of Russians to help him out," continued the Times, and it is noteworthy that this journal, with all its

(Continued on page 11.)

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
SAILORS' UNION OF THE PACIFIC.

Headquarters:
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Branches:
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SAN FRANCISCO, Cal., 93 Stuart St.
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ASTORIA, Ore., P. O. Box 138.

COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3), PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Stuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

ORIENTAL EXCLUSION.

(Continued from page 10.)

faults, has never been accused of a desire to exclude Orientals!

A temperate review of the situation will show that the work of the last forty years can not be allowed to go for naught. The special articles about the condition of affairs around and in Vacaville and in every section of California where the Japanese have secured an undeniable foothold, hold good to-day. The labor is unreliable. The white race will suffer by unrestricted immigration, and it is very doubtful as to whether diplomacy will do the work in hand.

The statistics and facts presented by the Chronicle in days gone by are known to all. They have told the story in detail, and it is unnecessary to go into detail here concerning the loss to the white men, women and children in the competition with the inferior races—inferior in respect to their standard of living as compared to that of this country.

We read these days of the agitation on the part of the Australasian colonies to have closer relations with the United States because of the cloud of Asiatic immigration that threatens the lands beneath the Southern Cross, just as it does the inhabitants of this republic. The issue is common, and the Pacific Ocean is referred to as the link that should bind the antipodes with us in repelling any attack on our civilization.

It is a sad mistake to think that exclusionists are merely trade-unionists. Besides those mentioned as representative California statesmen of the days gone by, as well as the present time, there loom up the names of the late James G. Blaine, Senator Henry Cabot Lodge, and scores of others. Senator Lodge, who is chairman of the Committee on Foreign Relations in the Senate, gives his views on the Japanese question. They have appeared in this paper, but their importance in view of the controversy, and the clean-cut statements concerning the likelihood of the disruption of friendly relations between the United States and Japan, the necessity of promulgating the doctrine that this country, as an independent nation, has a perfect right to say who or who shall not come to its shores, added to the illustration of the bull and the minnow as an argument for exclusion, should appeal to all:

"We have heard a great deal lately about Japanese immigration, but it is not a subject which ought to lead, or which will lead to any ill-feeling between the two countries. Japan now, by imperial edicts, excludes working men of all nations except under strict restrictions in a few of what are known as treaty ports, and she excludes the Chinese altogether. Japan does not expect, and no nation can expect, that she should have the right to force her people on another nation, and there is no more cause for offense in the desire of our people in the western States to exclude Japanese immigrants than there is in the Japanese edicts which now exclude our working people from Japan. Moreover, the sentiment of our people is not peculiar to the United States. It is, if anything, more fervent in British Columbia than in California. The people of Australia exclude the Chinese just as we do, and it may as well be frankly stated that the white race will not admit Asiatic labor to compete with their own in their own countries.

Nothing is more fatal in this connection than to make trite economic arguments and talk about the survival of the fittest. The white race of western America, whether in Canada or in the United States, will not suffer the introduction of Asiatic labor, and as for the saying 'the survival of the fittest,' the people who use that phrase never complete it. The whole statement is 'the survival of the fittest to survive,' which is something very different from the survival of what is abstractly the best. If I may use an illustration employed by Mr. Speaker Reed, I can make my point clear to your minds. The bull of Bashan is always spoken of as a singularly noble animal, and the little minnow, or shiner, which you can see in shallow water anywhere on our coast, is a much lower form of life; but if you cast the bull of Bashan and the minnow together into the middle of the Atlantic Ocean the bull will drown and the minnow will survive in that environment. Yet is the bull of Bashan none the less the nobler animal? In the environment of Chinese labor our labor could not long survive as we desire it to exist and therefore, by an overmastering instinct our people of the West are determined not to admit Asiatic labor to this country, whether it is Chinese, Japanese, or Hindoo."—Labor Clarion.

COMPENSATION FOR INJURIES.

The Act of May 30, 1908, entitled "An Act granting to certain employes of the United States the right to receive from it compensation for injuries sustained in the course of their employment," which came into effect on August 1, 1908, is a measure of great importance in the domain of labor legislation. Under previous laws, compensation in case of injury is paid to employes in the Railway Mail Service and in the Life Saving Service. The new law applies to persons employed by the Government as artisans or laborers in the following services: Arsenals, navy yards, river and harbor construction, fortification construction, hazardous employment in the Reclamation Service, namely, in construction and in control and management of works; hazardous employment under the Isthmian Canal Commission, Government manufacturing establishments.

According to a rough estimate made by the Department of Commerce and Labor, about 75,000 Government employes come within the provisions of the law. Compensation will be paid under this Act only for such injuries to an employe as occur in the course of his employment and cause inability to pursue his employment for more than fifteen days. Compensation is not paid if the injury is due to the negligence or misconduct of the employe injured. The Act applies only to injuries received on or after August 1, 1908.

The compensation consists of a continuance during the period of disability, but not over one year, of the same pay which the employe was receiving at the time of the injury. If the employe is killed by the accident or dies from the results of the injury received and leaves a widow or children under 16 years of age or dependent parents, the same amount of compensation is paid to these dependent relatives until the completion of the twelve months' period.

The administration of the Act is intrusted to the Secretary of Commerce and Labor.

All questions of negligence or misconduct are to be determined by him, and in case of death from injury, the distribution of the compensation among the dependent relatives entitled to it must be made according to his orders. Cases of injuries to employes coming under this Act must be reported to the Secretary of Commerce and Labor, and compensation may be paid only when approved by him.

No compensation will be paid either for injury or for death unless the persons entitled to such compensation make application for the same. This application must be made by the injured employe, or, in case of his death, by his dependents, and forwarded by the official superior of the injured employe, accompanied by a physician's certificate, through the regular official channels to the Secretary of Commerce and Labor. The Secretary is authorized by the Act to demand such additional information, or order such investigation, as is necessary for the proper administration of the law.

Regulations have been prepared by the Secretary of Commerce and Labor for the guidance of officials and employes in the Government service, and the necessary forms and blanks have been prepared, printed, and distributed among the Government offices, throughout the country, where persons are employed who come under the provisions of this Act.

According to these regulations, reports of injuries must be made by the official superior of the employe to the Secretary of Commerce and Labor not later than the second day after the accident. Application for compensation must be made as soon as possible after the first fifteen days of disability. If the application is approved, the compensation will be paid during disability, but for a period not exceeding 6 months, at the end of which period, the injured person must make application for re-examination by a physician provided by the Secretary of Commerce and Labor, and after this examination has been made and reported, a new approval by the Secretary for further payment of compensation is necessary. This procedure is demanded by section 5 of the Act. The only other condition required is a presentation to the disbursing officer on each pay day of a physician's certificate as to the disability of the injured person, approved by the official superior.

Applications of dependents for compensation in case of the death of an employe from accidental injury must be made within 90 days after such death.

The records of the application of this Act will furnish valuable material for statistics of accidents, which, for this country, are quite meager. In order to make the statistics more complete and valuable, reports of all accidental injuries to Government employes, regardless of the application of this Act, have been requested from all Government establishments and offices. As the number of United States Government employes exceeds 300,000, these statistics will prove of great scientific value and practical use in the future.

Rich philanthropic Indians in Bengal are taking preliminary steps toward the establishment of a large farm of 15,000 acres on the co-operative plan. The land has been purchased and 40 buildings are being erected for the accommodation of those who come first to occupy the land.

Domestic and Naval.

The new West Nebish channel, on the Great Lakes, which cost \$4,000,000, was opened to traffic on August 16.

The bark John Swan, Captain Mitchell, from Jacksonville for New York, arrived at New York on August 10 in tow of the tug Prudence.

Rear Admiral Robley D. Evans, U. S. N., reached the age limit of 62 years on August 18 and was placed upon the retired list. Evans has served forty-eight years in the Navy.

It is said that the use of modern barges to transport ice from Maine has proved so successful that the monopoly heretofore enjoyed by coastwise schooners will soon be a thing of the past.

The American ship Edward Sewall made the passage from Honolulu to Delaware Breakwater in 125 days, arriving at Philadelphia, Pa., on August 12. The Sewall won the race with the ships Dirigo and John Ena.

It is stated on the best authority that, beginning with the March sailings in 1909, the Cunard liners will cease calling at Queenstown and run to Plymouth and Cherbourg, still making Liverpool the home port as heretofore.

A new Italian line is seeking terminals at Philadelphia, Pa. The uniform emigrant rate from Chicago to the seaboard, which will go into effect September 1, is largely responsible for the new line making further inquiries as to wharf facilities.

The Merchants and Miners' liner Aries, famous in her day as a blockade runner during the Civil War, was purchased by Frederick Creamer recently and will be converted into a barge and operated between Philadelphia and Boston in the coal trade.

The Cunard liner Lusitania broke four records on her recent westward passage to New York. The passage was made in four days and fifteen hours, beating the previous record nearly four hours. The average speed was 25.05 knots; the longest day's run was 650 knots, an average of 25.66 knots.

Admiral Pillsbury, Chief of the Bureau of Navigation, Navy Department, has received from the Washington (D. C.) Navy Yard about a dozen slabs painted different shades of gray as a preliminary exhibition for experiment in the matter of the color that is to be given vessels of the Navy in time of peace.

The rescue of two seamen of the Gloucester fishing schooner Senator by the Spanish training ship Nautilus was reported to the State Department on August 11. The two men, in a dory, were caught in a fog on July 20 and drifted about helplessly until the evening of the following day, when they were picked up by the Nautilus in an exhausted condition.

The steamboat Dreamland, formerly the Republic, was sold at Philadelphia, Pa., on August 12 to Baltimore parties to be operated next summer from that port to Chesapeake Bay resorts. As the Republic, the vessel was engaged for years carrying excursionists from Philadelphia to Cape May. The Dreamland was purchased by New York parties for \$75,000 several years ago, and since then new boilers have been installed and other alterations made at an expenditure of \$23,000.

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HONOLULU, H. T.

INFORMATION WANTED.

Dietrich Doerflein, a native of Nurnberg, Germany, is inquired for by the German Consulate, San Francisco.

John Nelson, a native of Malmo, Sweden, is inquired for by his mother. Address, Mrs. Karolina Nilsson, Norra Wallgatan 128-132, Cafeet, Malmo, Sweden.

Roy Person, No. 12522, L. S. U., is inquired for by his sister, Hazel Person, Alpena, Mich.; A. B. Flinn, No. 18688, L. S. U., is inquired for by his brother, David Flinn, 275 Southampton street, Buffalo, N. Y.

Frederik Ose, a native of Aalesund, Norway, aged 25, last heard of on the Atlantic Coast a year ago, is inquired for by his brother. Address, Olaf Ose, care Lake Seamen's Union, 143 W. Madison street, Chicago, Ill.

Wilford Lawton Easterbrook is inquired for by his mother. Any one knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Ore.

William Vaughn, last heard of on the ship Sterling of New York, 1894, is inquired for by his mother. Information of his whereabouts should be sent to Mrs. William Bishop, 509 Stanton street, Bay City, Mich.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

W. Wilson, fireman, who joined the steamer Coma at Barry Dock on December 22, 1904, was last heard of at Spencer's Bridge, British Columbia, in August, 1905, is inquired for by J. Henson, Seamen's Union, Barry Dock, South Wales.

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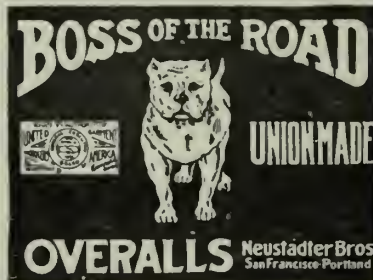
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INFORMATION WANTED.

Edward Emil Gustafsen, a native of Finland, last seen in July at San Francisco, is inquired for by John E. Johnson, 2428 Tenth street, West Berkeley.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Aheng, C.	Kuntz, K.
Allen, J. W.	Larsen, H. J.
Andersen, Albert	Latz, L.
Anderson, A. P.	Lohme, E.
Anderson, Hjalmar	Larson, F., -1098
Anderson, J., -1514	Lebrun, E.
Anderson, A.	Leaky, W., -925
Anderson, Victor	Leisman, J.
Axes, P.	Lepp, E.
Barry, Thomas	Lie, J. C.
Baandsen, E. M.	Lind, H. E.
Barwa, D.	Lindin, H. Van
Bakke, M. C.	Lindburg, John
Bateman, S. J.	Lindman, H. C.
Bernard, S.	Lindroos, C.
Benners,	Lichlenberg, Max
Bensen, J. E.	Lockey, H.
Berg, H. M.	Lunder, B.
Bergren, John	Lundquist, J.
Bertelsen, Alf.	Lubeck, R. A.
Bernsen, C. T.	Lundblad, E., -789
Berkeiund, R.	Madison, Chas.
Blomquist, B.	Marthinsen, M.
Blomquist, H.	Mayers, P. M.
Boman, O. W.	Mannan, James
Brander, M. F.	Marthinussen, K.
Brulin, B., -1430	McKerron, W.
Buchtman, P.	McAdam, J.
Burke, James	McAdicot, F.
Casperson, Chr.	Mikelson, C.
Cornell, G. B.	Mikkelsen, Jos.
Clarkson, C. H.	Mortensen, Chr.
Courtney, A. I.	Mortensen, Holger
Conigan, P. J.	Mare, C. F.
Derrick, Geo.	Murphy, D.
Dinwooden, Jas. H.	Myren, A.
Donovan, James	Nelsen, Martin
Dowling, S. G.	Newland, E.
Drager, Otto	Nielsen, Jorgen
Edwards, E. M., -149	Nielsen, Karl
Edvardson, John	Nielsen, N. C.
Ekvall, G. A.	Nyburg, Eric
Ellingsen, P., -568	Olsson, E., -966
Elwood, Alf.	Olsson, Johan
Elliasen, H. O.	Olsson, Otto
Emersen, E.	Olsen, H., -959
Falch, O. A.	Olsson, Oscar
Faluck, L.	Orchard, S. H.
Farley, Geo.	Overvik, Thos.
Fitzgerald, H.	Paulson, Paul
Flynn, P. J.	Pettersen, O., -710
Fournier, G.	Petersen, Olavus
Frochery, F.	Pederse, Lars
Gad, V.	Pedersen, O. A.
Gent, A. C.	Pedersen, Kristian
Gillifson, Frank	Pendville, N.
Gronlund, Oscar	Pemberton, D.
Grusden, Edw.	Petanzo, A.
Gustafson, A. W., -700	Pfeifer, K.
Gudmundsen, J.	Palge, L.
Guttman, H.	Rasmussen, F.
Gulliver, W. H.	Rasmussen, N. C., -924
Hehkonen, G. A.	Sanches, F.
Hansen, Jens M.	Schulz, E., -1842
Hansen, E. A.	Sibelin, Chr.
Hansen, Mike	Siverksen, S. B.
Hattness, M.	Shane, J.
Hagman, H.	Sovig, C.
Healey, James	Soderlund, J. F.
Heiman, Karl	Stuho, M.
Hixon, J. W.	Steinburg, A.
Hinge, A.	Sundquist, C.
Haygard, T. S.	Svensen, J.
Holmgren, G. J.	Swensson, B.
Huslide, H.	Taxt, Thos.
Ivertsen, S. B.	Tellefsen, P.
Jamison, J.	Tennant, T.
Jacobson, H. J.	Thompson, R.
Jack, Paul	Thoralls, L. M.
Jasperson, J.	Tuominen, Alf.
Jensen, Johannes	Vagnhill, G.
Johansen, C. J.	Wahlstedt, A. R.
Johnson, Gunder	Wahlstedt, G. R.
Johansen, Carsten	Wankle, F.
Jaimison, Nils	Walz, E.
Jerfold, Theo.	Wallace, A.
Joakinson, W.	Wehber, C.
Johnson, Alf.	Whitley, A.
Karlson, K. A., -551	Winsmer, Geo.
Kalning, J.	Williamson, A.
Kalnou, A.	Worm, A.
Kahlbetzer, F.	Walters, H.
Kleine, Carl	Walters, W.
Klingenburg, J., -660	Wokes, H.
Kristoffersen, Geo.	Zimmer, W.

Portland, Or., Letter List.

Aeckerle, E.	Jahnke, A.
Andersson, J. E.	Kreman, Martin
Anderson, Carl-1537	Kone, E.
Berghold, Hermann	Lindholm, E. A.
Buchtman, F.	Lindholm, A.
Berthelsen, Alfred	Lerch, Paul
Behrens, Emil	Larsen, Niels A.
Bagdon, Wilhelm	Metjer, O. W. G.
Bade, Alex.	Martin, John B.
Borge, S. H., -1568	McArthur, Chas.
Espensen, E. N.	Nelson, Johan
Eriksson, E. J.	Olsen, O., -1059
Gunther, Hans	Oswald, T.
Hansen, G. J.	Petersen, Frank
Holmberg, O. B.	Petersen, J. A.
Hansen, Aldan	Rytka, Otto-716
Hassell, S. G.	Svanson, J., -1968
Hegan, P.	Shallow, John
Johansen, H., -2126	Stenzel, W. O.
Jensen-1826	Winche, August
Jensen, Peter	

Pt. Townsend Letter List.

Christensen, -583	Mobery, Alfred
Dietrich, Carl	Monder, Carl
Ehmke, W.	Nilsen, Meder V.
Grave, -809	Phorspect, Mr.
Healy, James	Williams, Chas.
Karnen, Lars	Wissig, Paul B.
Moller, Andrew	

Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

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AND VEGETABLES
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ings and Sailors' Outfits.

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TACOMA, WASH.

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TACOMA, WASH.

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SEATTLE, WASH.

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Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.

INFORMATION WANTED.

David Rosenthal and David Selwin,
natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

SEATTLE, WASH.

Change of Ownership Sale

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

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Res. Phone, Ind. X 7028.

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SHOES, at

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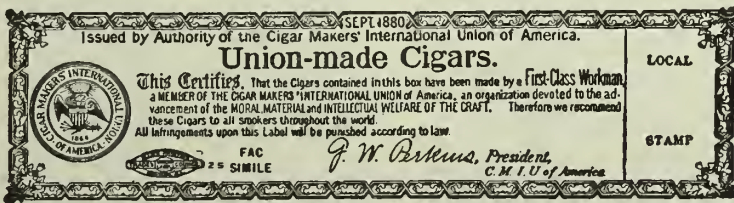
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graph promptly attended to.

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**INFORMATION WANTED.**

Ernst Sawitza, aged 23, last heard
of in 1905, at that time a member of
the Atlantic Coast Seamen's Union,
is inquired for by Theo. Sieger, 1247
Cottage Place, Milwaukee, Wis.

Hans Faroldre, a native of Aale-
sund, Norway, is inquired for by his
parents. Any one knowing his where-
abouts please notify Mrs. John B.
Sother, Aalesund, Norway.

Lars, Fred and Carl, Herman Ost-
land, sailing on the Pacific and At-
lantic Coast, respectively, are inquired
for by their brother, Edward. Ad-
dress, Coast Seamen's Journal.

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UNION MADE
ARGONAUT SHIRTS

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vertisers, always mention the Coast Sea-
men's Journal.

News from Abroad.

The United States battleship fleet
arrived at Sydney, N. S. W., on
August 20.

The British Government contem-
plates raising a loan of \$500,000,000
on nominal terms to meet the neces-
sities of the Navy for the next few
years.

Another cloud has arisen between
Japan and China, owing to the seiz-
ure at Chin Chou by the Chinese au-
thorities of a steamer having on
board 10,000 rifles and 2,000,000 car-
tridges.

Sir Edward Goschen, Ambassador
of Great Britain at Vienna, Austria,
is to succeed Sir Frederick C. Las-
celles, the British Ambassador at
Berlin, who retires on October 24 on
account of age.

The Diet of the Grand Duchy of
Finland was opened on August 5 with
a speech from the throne in which
the Czar warned members of that
body against separatist tendencies
manifested in recent debates.

A dispatch from Teheran says the
Shah of Persia has obtained a loan
of \$250,000 from the Russian Bank,
having deposited the crown jewels as
security. This money will be used
in fitting out an expedition against
Tabriz.

The French naval lieutenants, Colin,
Jeance and Mercer, inventors of a
wireless telephone, are confident that
they can make great improvements
in the apparatus, enabling the ex-
change of conversation up to 600 or
700 miles.

It is estimated that the welcome to
be accorded the United States battle-
ship fleet by Japan will cost \$500,000.
Every officer and man among the
visitors will be presented with a
souvenir of the occasion, these to be
made of silver.

Notwithstanding frequent denials,
the Krupp Works of Essen, Ger-
many, have apparently acquired the
rights to the air torpedo invented by
Colonel Unge, of the Swedish army,
under conditions that the Swedish
Government is free to use the device.

It has been definitely decided that
Great Britain cannot intervene in the
dispute between the Venezuela salt
and match monopolies, two English
corporations owned by the Ethel
Burga Syndicate, Limited, of Lon-
don, and the Venezuelan Govern-
ment.

The steamer Pourquoi Pas sailed
from Havre, France, on August 14, on
a voyage of discovery to the South
Pole. The expedition is a private one,
and is headed by Dr. Jean Charcot,
who led a similar voyage in 1905. In
addition to a number of young scien-
tists the vessel carries a crew of
twenty-eight.

An attempt was made at Madrid,
Spain, on August 13, by saloon-
keepers, grocers and other store-
keepers to begin a three days' strike
as a protest against the recent de-
crees ordering the closing of shops
on Sunday. It was abandoned, how-
ever, owing to a number of the es-
tablishments in the city refusing to
close their doors.

The ship Denmark arrived in Ber-
gen, Norway, on August 16, from her
Arctic exploration cruise. During
the explorations an extensive group
of islands was discovered between
latitude 78 and 79. The members of
the expedition found the depot left
by Commander Robert E. Peary near
Cape Bridgman during his progress
northward.

Labor News.

French laundry proprietors in San Francisco are organizing to combat the competition of the Japanese laundries.

The International Typographical Union, in convention at Boston, appointed a committee to investigate the ravages of tuberculosis.

Two hundred Pennsylvania Railroad car shop employes, who have been idle for several months, returned to work at Altoona, Pa., on August 11.

One thousand shirtmakers recently went on strike at Philadelphia, Pa., against two factory firms, who, they say, locked them out because they belong to unions.

The convention of the International Brotherhood of Stationary Firemen, recently in session at Detroit, Mich., refused to go on record either for or against local option.

Secretary of Commerce and Labor Straus has promulgated rules to put into effect the Government Employees' Compensation Act. About 75,000 employes come under the provisions of the Act.

The Illinois Glass Company will reopen its plant in Alton, employing 3500 men, within ten days, according to an announcement made at Alton, Ill., on August 22. The plant has been closed three months.

The striking mechanics of the Canadian Pacific Railroad were notified on August 19 that if they did not report for work by noon on the 20th they would never be allowed again to enter the service of the Company.

Ten thousand coal miners in the Indiana field were called out by W. D. Van Horn, President of District No. 11 of the United Mine Workers. The trouble started at the Rood mine, in Sullivan county, over the discharge of a mule driver.

It is reported that the Dominion Government, through the Railway Commission, will intervene in the strike now on in all the mechanical trades on the Canadian Pacific Railroad. The prospects are for an amicable settlement of all differences.

The Missouri Pacific Railroad has issued orders for the reopening of its locomotive shops in St. Louis, Sedalia, Fort Scott, Atchison, Ossawatimie, De Soto and Baring Cross. The reopening will provide employment for more than 1000 idle men.

The planters of the Hawaiian Islands, at a meeting on August 17 for the purpose of arriving at some conclusion regarding the labor problem, decided to seek laborers among the immigrants at Ellis Island, New York, and will begin the movement soon.

An immense picnic and barbecue given at Fulton Springs, near Birmingham, Ala., on August 22, resolved itself into a general meeting for the extension of sympathy to the striking miners of the district. Over 3000 persons were present, and a number of the speakers were arrested for incendiary utterances.

A formal statement issued on August 22 by Bell Hardy, chairman of the Federated Trades of the Canadian Pacific Railway system, charges that the strike of the past three weeks, in which 8000 workmen have been engaged, is due to a conspiracy on the part of some of the officials of the company to disrupt the unions and drive the union men from the company's employ.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, John
Aaltonen, R.
Aasin, Alfred
Adams, D. J.
Alksne, August
Alvarez, F. Lopez
Andersen, A. Emil
Andersen, Rasmus
Andersen, -1305
Andersen, John H.
Andersen, J.
Andersen, Nils A.
Andersen, Lars T.
Andersen, Olaf
Andersen, Adler

Ballhorn, C. N.
Bardsen, T.
Bateman, S. J.
Bauer, Gusta
Bauman, Ernest
Bausback, -1511
Baxter, W. J.
Bensen, -143
Bensen, E.
Benson, Richard
Berge, Ieder
Bergquist, Stanley
Bernert, Fred
Berthussen, H.
Birch, A. J.
Bjorchgard, Chr.
Bjorkholm, G. A.
Blum, Albert

Carlson, Aug.
Carlson, Gustaf
Carlson, Martin
Carlsson, H.
Carnaghan, N.
Carrick, Jas. B.
Carsson, Carl
Christensen, Viggo
Christensen, P.
Christensen, -905

Dahlen, Hugo
Dahlgren, Edward
Dalman, F.
Danielsen, Sigurd
Davidson, Jacob
den Haan C.
Desventer, Aug
De Santis, E.
Dikender, M.

Easton, R. W.
Edman, -557
Ekendahl, -565
Eliassen, Sigurd
Eliassen, J. A.
Ellefsen, Andreas
Englund, Hjalmar
Engman, Chas.
Eriksen, -595

Falk, John A.
Fasig, Don
Faucett, Dudley
Fisher, Tom
Fisher, Torsten
Follon, Thomas
Folvik, John A.

Gad, Sophus
Galling, Karl
Gallen, Robert
Gardell, Chris.
Gonzalez, Juan
Gere, A.
Gilholm, Albin
Gillholm, Albin
Gjardahl, Loren

Haak, R.
Hagbartsen, M.
Haier, Fred
Hall, W. F.
Hallberg, Henry
Halvorsen, Augén
Halvorsen, Eugene
Halvorsen, Hartvig
Halvorsen, H. E.
Halvorsen, Johan
Hamilton, Tom
Hamm, Edward
Hansen, Jacob
Hansen, Marius
Hansen, H. P.
Hansen, Herman
Hansen, Karl
Hansen, C. J.
Hansen, J. P.
Harrising, Fritz
Harris, John E.
Harris, J.

Haugen, Albert
Haugen, Lars
Haupt, Emil
Heesche, Heinrich
Heino, W.
Helmer, F. H.
Helmros, G.
Henriksson, C.
Henriksson, -1146
Hermansen, Hylvor
Hersey, Geo. W.
Hines, Jas.
Hochmann, Aleck
Hogen, Berni
Holland, E. Scott
Holmes, Martin
Holst, R.
Houston, Robert
Hull, Hendrick
Husted, Heinrich
Hutchinson, E.

Jacobson, Emil
Jacobsen, -1686
Jansson, -1234
Jarvie, W.
Jawi, A.
Jensen, Jas. B.
Jensen, Harry
Jensen, Nils E.
Jensen, Edv. K.
Jensen, -1618
Jenson, Johannes
Jepson, A.
Johansen, Andreas
Johansen, Theo.
Johansen, Sigurd
Johansen, C. L.
Johansen, Hjalmar
Johansen, J. B.
Johansen, -1595
Johanson, Hjalmar
Johanson, S.

Kaasik, A.
Kahlbetzer, Ferd
Kaho, H. C.
Kalen, W.
Kamp, G. H.

Karlsson, -1677
Johansson, -1821
Johansson, -1204
John Robert
Johnson, -895
Johnson, Gus.
Johannesen, J.
Johnson, -1877
Johnson, John
Johnson, -1797
Johnson, -1800
Johnson, Chas.
Johnson, Christ
Johnson, J. E.
Jonasson, C. A.
Jones, Magnus P.
Jorgensen, -1868
Jurgensen, Johan
Julinsson, Carl
Jurgensen, H.
Justersen, Peter

Karligen, -644
Karlsen, Karl J.
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Belin, Johan

INFORMATION WANTED.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Jaga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Information Wanted.

Charles Lagerberg is inquired for by his brother, Theodore. Address U. S. S. McArthur, Seldovia, Alaska.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

E. Bausback, a member of the Sailors' Union of the Pacific, No. 1511, is requested to communicate with his mother.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

George R. O'Connor, who arrived at San Francisco in January, 1908, on the steamer Olson & Mahony, is inquired for. Address, Coast Seamen's Journal.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Olaf Johanneson, a native of Seidesfjord, Iceland, last heard of on the Pacific Coast, is inquired for by his brother. Address S. J. Westdal, 51 South street, New York City.

Peter Hansen, who swore to a complaint against the master of "Cecelia Sudden" last October, is inquired for by the United States attorney at Los Angeles, Cal.

"Mick" Loughlin, sailing on the Pacific Coast, is inquired for by his brother N. M. Loughlin, Dredge Eta, Narvoma, South Coast, via Sydney, N. S. W., Australia.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Viektor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Laugatan No. 26, Kalmar, Sweden.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper Eldred Rock Light Station, Via Juneau, Alaska.

Carl Alfred Anderson, aged about 50, and Johan Bernard Anderson, aged about 47, natives of Halmstad, Sweden, last heard from at San Francisco 16 years ago, are inquired for by their brother, B. A. Anderson, 310 Richland avenue, San Francisco.

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Jack Kittilsen is inquired for by Chas. Johnson, South Island, Georgetown Co., S. C.

Home News.

Assistant Secretary of State Bacon has effected an agreement of Church land claims in Porto Rico.

A slight earthquake shock was felt by a number of cities and towns south of Boston, Mass., on August 15. No damage was done.

Summaries of the recent forest fire disaster in British Columbia indicate that fifty lives were lost and property damage of \$7,000,000 was inflicted.

The coming session of Congress is expected to make a determined fight to modify the Sherman Anti-Trust law, on the ground that it is inapplicable to rates.

Diplomatists are agreed that it will be necessary soon for the United States to take some decisive action to preserve the integrity of China and prevent aggressions by Japan.

A committee of the American Bar Association, at New York, has completed the draft of a law to put a stop to delays in justice through appeals and reversals on purely technical points of legal procedure.

Italian societies in New York, composed principally of bankers and importers, met recently to devise ways and means for the suppression of violence, especially by members of the Mafia and similar organizations.

The Standard Oil Company on August 17 declared a quarterly dividend of 6 per cent. This is the same as was declared for the corresponding quarter last year. The last previous quarterly dividend was at the rate of 9 per cent.

Five years' imprisonment in the Federal penitentiary at Leavenworth, Kan., is the sentence in the case of George D. Horras, former cashier of the Hot Springs National Bank. Horras pleaded guilty to embezzling \$25,000.

With the single proviso that no military occupation of territory must occur, the Government at Washington is understood to have given the Cabinet officers of the Netherlands a free hand to deal as it sees fit with President Castro of Venezuela.

That the Panama Canal can be completed within five years and at much less cost than has been generally supposed is the information which Colonel Goethals, engineer in charge of the work, is expected to bring Secretary of War Wright from the Isthmus next month.

The Atlas Portland Cement Company, of Northampton, Pa., has been awarded a contract for 4,500,000 barrels of cement for use on the Panama Canal. It will take about three years to fill the contract, from 2000 to 10,000 barrels to be delivered daily. The contract will amount to about \$5,500,000.

The financial depression last fall is responsible for a decrease of 6.54 per cent in the revenues of the New York Postoffice for the fiscal year ended June 30. The net revenue for the twelve months ended was \$11,815,137, compared with \$12,643,867 for 1907, or a decrease of \$828,729.

Wife-abandonment is on the increase in Chicago. Between 300 and 400 cases have been reported. This is 50 per cent higher than the number reported in the corresponding period last year. Lack of work, due to hard times, drunkenness and despondency are the principal causes advanced.

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Pat—"Shure who wants mosquitoes, good or bad?"—Brooklyn Life.

Credit.—"Your reflections do you credit, Mr. Brainby."

"Thank heaven," sighed Brainby, "I can get credit for something. Ah, my dear friend, I would you were a tradesman."—Philadelphia Inquirer.

A Student.—He—"Why do you force me to wait for an answer?"

She (who is up in political economy)—"Because I don't want to give you a monopoly until I find out whether there's any competition."—Philadelphia Inquirer.

A Youthful Expert.—Irate Papa—"Here, you little rogue. What made you break that nice little hobby horse?"

Eddie—"Why, pa, what's the good of a horse till it's broke, huh?"—Exchange.

A Likely Spot.—Old Clothes Man—"Are you sure you haven't an old coat of your husband's, ma'am?"

Lady—"No! I tell you I have looked all over."

Old Clothes Man—"Have you looked on his back?"—Exchange.

Going There, Anyway.—"James, it seems to me you are unusually careless to-day with the car," said the lady to the chauffeur.

"Yes'm," replied the man; "your husband told me you were going down to the hospital, anyway."—Yonkers Statesman.

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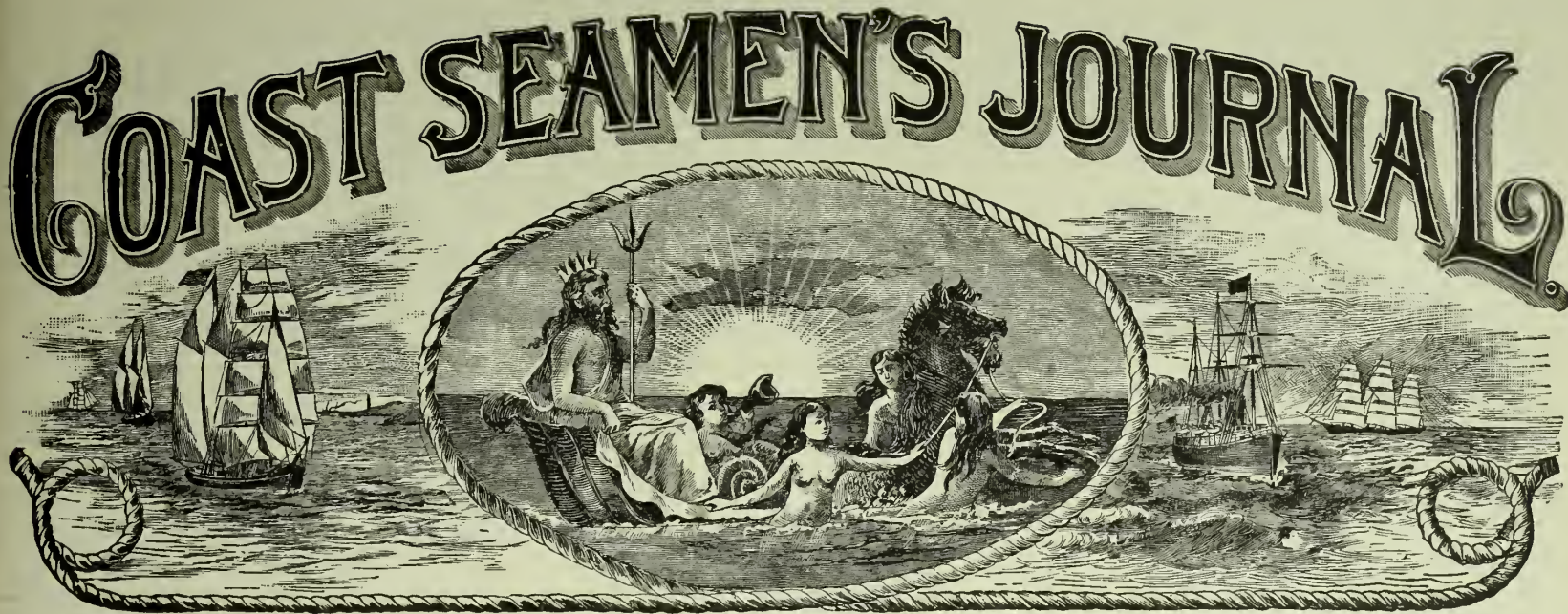
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FOR THE SEAFARING PEOPLE OF THE WORLD.

Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 50.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 2, 1908.

Whole No. 1080.

GOMPERS STATES THE ISSUE.

PRESIDENT GOMPERS, of the American Federation of Labor, was recently interviewed by James Creelman, the widely-known journalist, for the purpose of securing his views upon the attitude of organized labor toward the courts, with special reference to the decision of the United States Supreme Court in the Hatters' case and the tendency of other tribunals in the issuance of injunctions in labor disputes. Mr. Creelman's article, which appears in the September issue of Pearson's Magazine, contains a clear and comprehensive statement of the issue now confronting organized labor and the country at large. The article is herewith reproduced, as follows:

For nearly a year two millions of American workmen have been out of employment.

All through these bitter months of undeserved idleness the country has been singularly free from public disorders.

The toilers have borne their sufferings with a patriotic patience that shames the great financial gamblers whose reckless greed strained the money and credit resources of the continent, arrested industry and produced want in a time of rich harvests and world-wide peace.

With the memory of the bloody and wasteful railway strikes of 1877 and 1894, the appalling struggle of the steel-workers at Homestead in 1892 and the national losses and sufferings attending the great anthracite coal strike of 1902—which ended only when President Roosevelt interfered—this wonderful industrial tranquility, maintained so stoutly in exasperating conditions, is full of hopeful significance at a time when organized labor and organized capital have reached their greatest stage of development and have produced the voluntary trade agreement as a substitute for the strike or lockout war, carried on until one side or the other was beaten to the ground by hunger or bankruptcy.

Surely the meaning of the change can be understood when it is remembered that, according to the estimates of the United States Government, the American people lost \$469,000,000 through strikes and lockouts in the nineteen years stretching between 1881 and 1900; and President Roosevelt's commissioners estimated the loss occasioned by the anthracite coal strike six years ago at \$99,000,000. So that the total loss to the country in twenty years reached the enormous sum of \$568,000,000—almost three-quarters of the whole interest-bearing debt of the nation.

These are solid, indisputable facts.

Yet, in spite of all this, it is whispered in the throne-rooms of finance and industry that the workmen of America, however sound, reasonable and patriotic individually, are collectively a menace to order and progress; and that to-day organized labor seeks to limit or destroy the power of the courts of justice so that it may freely and fearlessly make war upon private property.

Mr. Gompers, Mr. Mitchell and the other spokesmen of organized labor, who point to the constructive and peace-making record of the millions they represent, and ask the country to save them from being cast back into the old ways of

secret methods and unrelenting warfare, are denounced as blatherskites and professional trouble makers, who approach the altars of civilization blowing rams' horns of barbarism, with malice, treason, pillage and murder in their souls.

Nor can their patient and unceasing protestations of obedience to the law and the courts, whatever injustice may be done, avail against this pitiless, unreasoning and ceaseless abuse.

It is the most interesting and dramatic thing in the whole scene of political and social convulsion that attends the struggle for control of the National Government, the very tide-rip of the most powerful forces in the land.

It carries death and damnation in it, one way or the other, this issue of organized labor and the courts, which lifts its dread countenance above the noisy contentions of parties; and he is a wise man who considers the question in cool blood and without prejudice.

How the orators of all parties praise the workman in this year of political humility and expectation! How they thunder against his enemies and promise vague redress! How the Presidential candidates and the myriad seekers for office smile and smirk, aye, and sometimes grovel in the dust, before the toiler who has a vote!

For with that pencil point wherewith he marks his ballot the American workman may smite parties and governments, rewrite the laws and change the course of history. And it is only because all workmen do not think alike that this power is not omnipotent in the United States.

Never in the history of the country has organized labor appeared before the American people with such a voice of anger and complaint as that which now declares that the courts have deliberately invaded the personal liberties of workmen, have stripped them of their only peaceable means of protecting and advancing their interests, and have left them, disarmed and helpless, at the mercy of a vast, impersonal industrial system from which all the human element that has governed the relations of master and man in the past is swiftly disappearing.

The answering cry is that organized labor seeks by violence to take away the personal freedom of unorganized labor and to destroy the rights of private property by depriving employers of the privilege of controlling their own business.

It is a terrific problem that the Supreme Court of the United States has raised in its decision that the boycott attempted by the organized hatters is a conspiracy in restraint of trade, for which the conspirators may be sued for damages and punished by fine or imprisonment—a problem from which even Congress shrank on the verge of a Presidential election.

And with that goes its twin issue, the demand for a modification of the process of injunction in labor disputes, on the theory that it is being used by the courts to paralyze organized labor by suspending the ordinary laws and subjecting a striking workman to arbitrary punishment at the will of a single judge, without trial by jury or the right of appeal.

This outcry of organized labor against the abuse of the writ of injunction was solemnly repeated to Congress in January by President Roosevelt himself in these words:

"There is no question in my mind that it has

sometimes been used heedlessly and unjustly, and that some of the injunctions issued inflict grave and, occasionally, irreparable wrong upon those enjoined.

"It is all wrong to use the injunction to prevent the entirely proper and legitimate actions of labor organizations in their struggle for industrial betterment, or under the guise of protecting property rights unwarrantably to invade the fundamental rights of the individual."

Two millions of organized workmen speak through Samuel Gompers, President of the American Federation of Labor.

This vast organization includes a hundred and eighteen national and international unions, divided up into about twenty-seven thousand local unions.

These organizations have spent more than a hundred million dollars in a little more than a quarter of a century and have on hand now in their treasuries an aggregate of perhaps twenty million dollars.

There are about a million workmen organized in the six great railway brotherhoods. These are not members of the American Federation of Labor, but they are equally opposed to limitations of the right to strike or boycott and equally insistent that the writ of injunction shall not be used as a mere strike-breaking weapon.

* * *

The nine black-robed judges against whose decrees President, Congresses and States are powerless had ceased their labors for the summer, and the National legislators had dispersed from Washington when I called upon Mr. Gompers at the headquarters of the American Federation of Labor.

It is a plain substantial Washington building with rows of elms and sycamores stretching along the street in front of it. Here the main plans of organized labor are worked out. Each trade organization is supreme in its own field. The Federation is simply a national organization that serves the whole.

Mr. Gompers sat at a great flat-topped desk, piled with books and papers. The walls were covered with pictures of labor leaders in all parts of the country; medals and diplomas won by the Federation in public expositions; and a copy of the Declaration of Independence was hung in a conspicuous place. Through a window could be seen the trailing green of a grape arbor next door.

The master of the scene wore a square black silk cap and a black alpaca jacket. He had passed the previous day in a national conference of labor leaders called to consider what should be done to restore to organized labor the powers stricken from its hands by the decision of the Supreme Court of the United States in the Danbury hatters' case.

He was pale, and there were dark shadows under his eyes. Yet his hazel eyes glowed with enthusiasm. He was jovial, almost merry.

For all the quiet of that room, the distant click of batteries of typewriters was eloquent of messages to all parts of the continent from the central conclave. Organized labor had decided to go into National politics to win its rights.

"The gravest question that has ever confronted the workmen of America," said Mr. Gompers, "is presented this year in the decision of the Su-

preme Court of the United States which puts organized labor in the class of ordinary corporations by declaring the boycott of the United Hatters of North America against Loewe & Company, hat manufacturers of Danbury, to be an illegal conspiracy and that the attempt to secure an agreement unionizing the shops was an attempt to promote a conspiracy in restraint of trade, punishable under the Sherman Anti-Trust law.

"Speaking for two millions of organized American workmen, and with a full appreciation of my words, I have no hesitation in saying that this is the most sweeping, far-reaching and dangerous decision ever made by the Supreme Court. There is nothing else in American history to compare with it. Unless Congress makes some change in the situation, under pressure from the people at large, this decision, which attempts to treat voluntary associations of workmen as trusts and to invade personal liberty by treating human labor, which is inseparable from human beings, as mere property, not to be distinguished from chattels—this amazing and unexpected decision, utterly at variance with the whole economic life and thought of the nation, and distinctly medieval in instinct, will set back the cause of American workmen perhaps a hundred years."

Mr. Gompers locked his hands over one knee and drew his brows down. He seemed to be terribly in earnest.

"It has been said that we denounce the courts. Our enemies also try to convey the idea that we seek the privilege of violating laws to which others must submit, that we aim at the privilege of violence. Nothing could be false. No man will be guilty of such calumny who understands the workmen of this country."

"We do not denounce the courts. We obey them, be their decisions right or wrong. There is no other way for good American citizens. But we claim the right, and we will exercise the right, of appealing to the mind and conscience of the country against anything which we believe to be unjust and which it is in the power of the people of the country to remedy."

Mr. Gompers arose and walked the floor, his hands behind his back, his head bowed, his eyes shining.

"Surely," he said, "it ought not to be necessary to call public attention to the fact that any interruption of the power of organized labor to pursue and maintain industrial peace, while securing its own fair share of the products of its efforts, is a public peril, to say nothing of the humanitarian aspects of the question."

He raised his hands and rocked back on his heels.

"Never in the history of the world has organized labor presented itself in such a respectable, orderly and reasonable character as in the United States to-day. It is beyond all question the greatest conservator of industrial peace and one of the most potent means of progress; for, as industry is organized in great and still greater forms in respect to ownership and operation, so there must be more stability of conditions in order to carry on the movement successfully."

"The basis of our industries can be roughly divided into raw materials and labor. We have had a National conference at the White House to conserve the natural material resources of the continent. But what of the other division of our national wealth? What of labor? We have had since last October up to the present time (June) about two millions out of employment. The enforced idleness of two million men for these two hundred days, counting wages at only two dollars and a half a day, means the loss of a billion dollars. Yet there has been no violence and little complaint."

"The rise of organized labor in America and elsewhere—there are eleven and a half millions of organized workers in America and Europe—is one of the most impressive, significant and, I believe, hopeful developments of the present time. This tremendous movement carries with it no implication of socialism, for it is individualistic to its very heart; nor is it a return to the ancient guilds of Europe, which were the successors of the serf and feudal systems of civilization, so far as the workmen were concerned."

"I say that this rise of organized labor into its present position of importance is a hopeful sign in a constructive age, because it has brought about a system of balancing differences between capital and labor in harmony with the best thought of the age."

"The present methods of organized labor, and I refer to the two million workmen for whom I can speak, aim at agreements between employers and employees which are absolutely voluntary on each side and which carry no design to destroy any right, either of the employer or the employee, which should properly exist in a civilized country."

"One of the most terrifying things that the workingman had to contemplate a few years ago was the substitution of labor-saving machinery for men, and we all know that in England and elsewhere serious riots were produced by this state of terror in the minds of men who seemed to see economic destruction right before them."

"To-day organized labor regards labor-saving machinery as a great blessing, because, under humane and equitable conditions, it has been found that the use of labor-saving machinery inevitably means that the hours of labor must necessarily grow shorter and shorter and that the

workingman, as a matter of justice, must share some of the advantages, financial and otherwise, which result from labor-saving devices."

"The law of contract and covenant is sacred and the ordinances of organized society are sacred, but there is a higher law even than these, and that is the law of human progress, which, year after year, through corrupting peace or destructive struggle, works out inevitably in the human heart and brain and makes itself felt until it is finally lodged in the statutes; and one of the great purposes of organized labor is to see to it that while labor-saving machinery is increasing the product of the human race it shall not become the means of obliterating or debasing the workers, socially or otherwise."

"We have made great progress and we are going to make much greater progress in the future, but we never can make this progress unless all the powers possessed by all the units of society are preserved and exercised, so that the workers of the world, who, after all, are the great mass of men and women, shall be able effectively to set their influence, their ingenuity, their courage and all the resources which they possess against the greed of a few."

"The one great weapon in the hands of the workingman is his right to cease labor when he pleases and for whatever purpose suits him. That right divides the age of slavery from the present age. Take that from the workingman, or modify it seriously, and you strike him flat to the earth. He must then succumb and sink or turn his hand against the government that has robbed him of his one great means of asserting his potency and protecting himself."

"Just consider again what has been going on here in the United States in the last few months. The statistics of organized labor furnish a reliable basis for the estimate that about two million workmen formerly employed have been for months out of work. Yet there has been peace throughout the country. The workmen, like the business men, like the bankers and the capitalists, have borne their share in the general disaster with patience and dignity and cheerfulness. They have resisted attempts to lower wages, but it is also a fact that the great corporations which employ them have equally resisted attempts to lower the price of products; and we all know that, with the exception of some small details, the price of living has been as high, if not higher, than ever, so that it does not need much argument to show that organized labor was justified in refusing to consent to any reduction of wages, notwithstanding the financial panic and its consequences."

"And yet, in the face of all this, we are confronted by the fact that the Supreme Court of the United States has made a decision by the terms of which this great instrumentality, by which millions of workmen are linked together for progress and industrial peace—the one means by which the producers of the country can protect themselves against the destructive tendencies in modern civilization; for more and more the workingman is employed by great, impersonal corporations and has no possibility of human touch with his employer—this mighty, and beneficent instrumentality of progress is put in the class of property corporations, against whose greed and lawlessness the Government has been struggling for years."

"We have appealed to Congress and Congress has refused to restore organized labor to the status which it had before that far-reaching court decision was made. We have appealed to Congress for relief from the tyrannous abuses of the ancient writ of injunction, through which courts have practically suspended the operation of the ordinary laws and—in labor disputes alone, mind you—have subjected workmen seeking to secure betterment in their lives and their homes and some hope for their futures, to punishment or threats of punishment by one-sided and arbitrary proceedings for contempt of court, thus leaving the determination of the question whether labor disputes have been conducted lawfully or not to single judges, without any right of review or appeal, rather than to the ordinary magistrates, grand juries and petty juries."

"That is the situation at this moment and that is why the American Federation of Labor, which is the largest and I believe the most intelligent body of workmen in the world, has found it necessary this year, against all its inclinations, to enter into the field of politics in order to try out the matter before the court of public opinion."

"The American Federation of Labor is not an irresponsible impulse. It is not a committee sitting in secret. It represents men of all trades, all parties, and all races. It is a growth as natural as any other growth in history. It did not produce itself; it was produced by modern conditions."

"Early in our National life we had labor organizations, although they had small numbers and were of few trades. Indeed, our country then was almost entirely given over to agriculture. To-day fully two-thirds of the population are industrial. And if it was right in the early American days that the farmer should be the supreme thought of the nation, surely it can not be wrong to-day to regard the industrial workers as an important factor in our national life."

While Mr. Gompers paced the room in which the leaders of organized labor had just held a national conference, the country was ringing with the charge that the labor unions were about to

make war on the courts and attempt to secure the privilege of "free riot."

Many of the leading newspapers in glaring headlines and passionate editorials referred to the demand that labor unions should not be classed as trusts, that labor should not be confounded with property, and that injunctions should not be issued in labor disputes without reasonable notice to the defendants, as an "anti-injunction," "anti-judiciary" and "war-on-the-courts-and-private-property" scheme.

The very lawyers, capitalists and politicians who denounced Mr. Roosevelt for destroying the lawless Northern Securities railway merger, prosecuting the criminal railway rehaters and forcing the great trust conspirators into the courts—denouncing the laws as oppressive and demoralizing to business—were now denouncing the President on the mere suspicion that he had listened to the complaints of organized labor and was in favor of making some attempt to modify the abuse of the writ of injunction in industrial troubles.

It is a long stretch from the fourteenth century, when British workmen had their food and dress, as well as their wages, fixed by law, under penalty of imprisonment or being branded on the forehead with hot irons. Then came the rise of the craft guilds, in which masters and journeymen were banded in industrial monopolies, which seized the governments of cities and towns throughout Europe, and tyrannized over and persecuted workmen whom they had shut out hopelessly from membership. But the mighty craft guilds, with their livery and ceremonies and gorgeous, bannered processions, degenerated into merely money-making business corporations, confined to a privileged few, and, with the advent of modern industry operated by individual capital, the guild system died out.

With the factory system came the labor union. With the combination of factories into great industrial organizations, embracing industry in many States under one proprietary control, came the national labor union. With the alliance of huge combinations of employers in various industries, bent on supporting each other in contests with organized labor, came the union of the varied workmen's organizations into a national federation.

The big, flat desk beside which the black-capped, shaven and spectacled leader of two millions of American workmen walked, was piled with hundreds of magazines and newspapers owned and published by the trade-unions of the American Federation of Labor, some of them periodicals of distinguished typographical beauty and containing important and timely articles dealing with practical industrial questions.

For hours I examined these publications, including the American Federationist, the national organ, and, although nearly all of them dealt with the injunction question and the Supreme Court decision in the Hatters' case, not once did I find an utterance that did not support Mr. Gompers' assurance that organized labor in America—the Western Federation of Miners and other outside socialist organizations excepted—is patriotic and law-respecting.

Day after day I talked with labor leaders drawn from all parts of the country and representing widely differing trades. All spoke intelligently of the common labor grievance, all bitterly complained of the systematic misrepresentation of their appeal for redress, all condemned violence in labor disputes as contrary to the principles and welfare of organized labor, and all insisted that the right to strike and boycott, together with the right to persuade others to strike and boycott, was the only peaceable means through which workmen could prevent the great impersonal industrial combinations of the present time from lowering wages and extending hours, while raising the cost of living, until the toiling masses of the country should sink into an economic and social degradation not much above slavery.

For years I have devoted most of my time and energy to a defense of the American business man against the muckrakers who have pictured him as a cruel, grafting scoundrel, and have cheerfully endured radical abuse when I presented the useful, constructive side of men like the late Alexander Cassatt, of the Pennsylvania Railway Company, or John Pierpont Morgan.

And why should millions of decent American workmen organized to protect their interests and better their conditions be misrepresented as enemies of law and order, and as obstacles to progress, because a hot-head now and then resorts to violence in the midst of an exciting struggle or because a local union here or there deals tyrannically, arrogantly or unfairly with employers?

If the rich men of America are mostly thieving scoundrels, and the workmen are largely envious and vengeful ruffians held in subjection to the law only by the fear of armed force, what is it that is developing the nation and maintaining it high among the mightiest moral influences of human history?

The average American workman is a decent, intelligent, patriotic and law-respecting man. Why should his nature change when he joins a labor union any more than a business man's character changes when he enters a corporation?

It is true that in the long struggle between capital and labor preceding the present time of industrial peace based on voluntary trade agree-

(Continued on Page 7.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

"FIGHTING BOB'S" LOG.

"Fighting Bob" is the name by which Rear Admiral Robley Dunglison Evans has become universally known throughout the navy and the nation. Though he strenuously objects to it—a fact that is not generally known—his right to the title is clear.

Born in Virginia on August 18, 1846, "Fighting Bob" literally fought his way into the Naval Academy in 1861 via the way of Utah, then a Territory, by prevailing upon a congressional delegate from that Territory to give him the appointment.

To get to Utah and stay there long enough to make the appointment good, "Fighting Bob" fought his first fight with an armed force, taking part and being wounded in the leg during a skirmish with hostile Indians encountered in crossing the plains.

To fight on the Union side in the Civil War "Fighting Bob" was forced to fight against the wishes of his mother, who was a Southerner, and his brother, who fought with the Confederate forces. It was many years before his mother wholly forgave him.

Leaving the Naval Academy in 1863 "Fighting Bob" was first under fire in the attack on Fort Fisher, where a flip of a coin gave him the desired command of a detachment of sailors that was sent to assist the army in the storming of the fortifications.

Fighting his way to the front in the Fort Fisher fight would have cost "Fighting Bob" both his legs, which were then wounded, had he not later fought off the doctors who desired to amputate them, at the point of a pistol he had secured.

Casting fine drawn diplomacy to the winds "Fighting Bob" took aboard a number of American refugees in Valparaiso harbor in 1891, when trouble was brewing with Chile. He then told the Chileans that his ship, the little Yorktown, would bombard the town if they tried reprisal.

"Fighting Bob" was a most conspicuous figure at Santiago—a great many Spanish mothers still use his name as a bugaboo. He was in command of the battleship Iowa and received the surrender of Captain Eulate, commander of the battleship Viscaya.

His description of the way he felt when fighting at Santiago is characteristic: "If anybody can imagine a basket of champagne concentrated into a teaspoonful and taken in one gulp, you can imagine how one felt. It was most exhilarating."

"Fighting Bob's" last fight was not with an armed force, but with the mighty problems that continually confronted him as he took the mightiest armada the world had ever known from the Atlantic Coast around Cape Horn to the Pacific Coast early this year.

A task that would stagger any man it found "Fighting Bob" ready and confident. He was successful in the face of everything, but the long, never ceasing strain left him with his face deeply furrowed by worry, and his body emaciated and racked with pain.

It is a significant fact that even "Fighting Bob's" lone literary effort, "A Sailor's Log," an autobiography, started a fight in which charges were preferred against him

of "conduct unbecoming an officer and gentleman" because he wrote about the Sampson-Schley incident.—Boston Journal.

STAR BOY STOWAWAY.

The brightest youngster who ever stowed away on a liner is 16-year-old George W. Hinks, who stayed for days in the coal bunkers of the freighter Michigan before he showed himself—and all for the purpose of coming here to become a sailorman in the navy of Uncle Sam. But because of the almost-strict Immigration laws of this same Uncle Samuel, his sacrifice was vain, and he was told when the steamer arrived early last evening that he must go back home. Tears stood in his eyes, but he intimated that he would yet wear one of the natty uniforms in the United States Navy.

The Michigan made the voyage across almost at turbine speed. She was away head of the time she was expected. She was abreast of Sable Island at 10 Saturday night and was at the Light at 3:30 yesterday. It was a noteworthy record for the Warren liner and for Captain Eynon, her commander. She brought back with her two lawyers and a well-known shoe salesman, all of Columbus, O., who went over on her as cattlemen two months ago. C. D. Bisley, the footgear expert, took in the Olympic games, and declared to a Journal reporter at quarantine that "everything was framed up for the Englishmen to win," though they got left. The others—Hugh Huntington and Joy Hunt—well known at the Ohio bar, were not so much interested in the games as they were in forgetting courts and cases among the hills of England. Later all three decided it would be a shame to come home without seeing a few things in Paris, so they went and saw them.—Boston Journal.

DISCOVERY OF BURIED TREASURE.

There is a whole lot of buried gold down along the Spanish Main—enough to build many a castle and out of more durable stuff than air, according to the reports brought back to Boston by C. F. Underwood, who has the distinction of having done about all yet accomplished in the way of learning from buried relics the life story of Central and South America. Mr. Underwood arrived at Boston recently with a collection of immense value, which tells of life in the southern lands centuries before the conquest of Cortez. He is an archeologist of much renown, and he has spent two decades in uncovering the facts hitherto like a sealed book, of the history of Costa Rica.

Mr. Underwood related wonderful stories of the finding of undreamed of treasure. One man took out in a few days, near El General de los Reyes, thousands of dollars in gold coin. And the end is nowhere near in sight. Mr. Underwood is on his way to Babylon, N. Y., where the relics he brought back with him will go into the collection of Morton F. Keith.

Remember the Cigarmakers when buying long smokes. Demand the blue label!

WHITES AND CHINESE AT OUTS.

A contest is on between the forty-three Chinese sailors on the United Fruit Company's new vessel, the Cartago, and several white members of the crew, including petty officers and engineers.

A fight between a Chinaman, one of the crew, and the fourth engineer of the vessel is said to have taken place since the arrival of the vessel at Boston.

"This fight has precipitated the present trouble," declared one of the stewards of the vessel. "The engineer and Chinamen were talked, but later the engineer was paroled and appeared aboard the vessel. About thirty-five of the Chinese sent word to Captain Peterson, of the vessel, that unless the engineer was discharged that they would refuse to work. Hearing this, the engineers got together and sent word also to Captain Peterson that if the fourth engineer was fired that they (the engineers) as well as the stewards, would refuse to work.

"The engineer was not discharged. About thirty-five Chinamen, true to their word, repaired to their quarters and refused to work. They have since remained in their quarters refusing several times to work.

"In place of the Chinese about twelve white men were employed and these will do the firing of the vessel, work that was allotted to the striking Chinese."

Unless the Chinamen agree to resume work before the departure of the vessel they will, it is announced, be locked up in the parish prison without delaying the vessel until such time as they agree to return to work. The Chinese were shipped from Belfast and all have signed for two years. The British Consul may be called into the matter.

This present trouble has nothing to do with the trouble that arose while the vessel was on the high seas. This is a fresh outbreak and has nothing to do with the previous affair which was caused over the food that was given the Chinamen.

Captain Peterson, of the Cartago, declared that the fight was a small one, between a Chinaman and a white member of the crew. He said that the encounter was of no importance.

His attention was called to the report that the Chinese members of the crew had declined to return to work until the man against whom they had a grievance had been discharged.

"They have not refused to work," the captain declared. "They have merely had an off day. That is why you see them around doing nothing."

The captain did not say why the Chinamen were given an "off day," and the reason that prompted such action. He admitted that he was going to police court to pay the fine of the participants in the fight.

The British Indian Government has made an appropriation of over \$1,000,000 for use in the United Provinces in the way of loans to farmers to enable them to sink wells and improve embankments for irrigation purposes. This will greatly add to the area of irrigated land in those provinces.

World's Workers.

The Amalgamated Flour Mill Employees of Victoria, Australia, has resolved to increase the allowance to injured members to 15s. a week.

The Sydney (Australia) Labor Council has granted affiliation to the recently-formed Domestic Servants' Union, and cordially welcomed its representative, Miss Lalor.

Members of the Victorian (Australia) Painters' Union have passed a resolution supporting the demand of the Operative Bakers' Society for day work in breadmaking.

Workers in the plating, polishing and enameling trades of Sydney, N. S. W., have decided to form a union. It is stated that eleven employers are in favor of a union being formed by the employees.

About 100 new "Wages Boards" will be created under the amending Factories Act passed last session of the Victorian (Australia) Parliament. The bulk of these will be with respect to workers in "shops," etc.

The lockout at the Vulcan Ship-building yards, at Stettin, Germany, was ended on August 17 by the return of the 8,000 riveters, the men having agreed upon compromise propositions. The trouble arose in a dispute over payment of overtime wages.

Chief-Secretary Peacock of New South Wales, Australia, has promised a deputation of the Painters' Union—whose request was supported by a number of master painters—that the Factories Act will be amended so as to include members of that calling in its provisions.

The steady increase in the number of females engaged in industrial occupations is shown by the latest Australian figures published. In 1871 only 16 per cent of the women of the Commonwealth were so engaged, but in 1907 the percentage had risen to over 20 per cent.

The Executive of the Sydney (Australia) Labor Council attended a recent meeting of the Rockchoppers' Union to recommend the amalgamation of the union with the United Laborers' Protective Society. It is anticipated that the desired amalgamation will soon be brought about.

Another incipient strike has broken out in New Zealand. This time it is Wanganui that is affected. About 80 or 100 men are concerned, but so far the General Laborers' Union, the concerned body, is not implicated. The men are out for 9s. a day as against 8s. offered by the contractor.

As far as mere numbers go trade unionism is largely on the increase in New Zealand. According to the latest returns there are 45,463 members of trade unions in the Dominion. These figures show a remarkable increase. In 1893 there were only 37 unions in existence; to-day there are 310.

The Sydney (Australia) Labor Council has reaffirmed its resolution to ignore the Industrial Disputes Act, and that the method of the strike be relied upon to secure "fair and reasonable conditions." When the resolution was brought under the notice of Premier Wade, he reminded the Council, through the press, that a strike is now a criminal offense in New South Wales, and persons who incite to a strike are likewise guilty of an offense which involves imprisonment.

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INFORMATION WANTED.

F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Theodore Hansen, a native of Germany, last heard of two years ago at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Erickson, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Erickson, Box 155, North Chicago, Ill.

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INFORMATION WANTED.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

Pacific Coast Marine.

John G. Trapp was recorded at the San Francisco Custom-house on August 24 as master of the steamer Reliance, vice Edward Johnson.

Three lightships, Nos. 72, 88, and the Relief, sailed from New York on September 1 for Seattle, Wash., for disposition on the Coast. The passage is expected to occupy about 135 days.

With the first fish pack from Alaska of the season, the American ship Henry Villard, Captain Davidson, arrived at Astoria, Or., on August 27 from Bristol Bay. She had been out twenty-one days.

The following changes of masters were recorded at the San Francisco Custom-house on August 28: Steamer Lansing, L. Curtis, vice F. E. Ferris; steamer San Juan, F. E. Frazer, vice A. W. Nelson.

The seven armored cruisers composing the United States Pacific Fleet sailed from San Francisco on August 24 for Honolulu, T. H., and Samoa. Seven torpedo-boat destroyers accompanied the fleet, in tow of the cruisers.

An intervention was filed in the United States District Court at San Francisco on August 25 by the Healy-Tibbitts Construction Company, in the libel of Peter Hillien against the ship British Yeoman. The intervener seeks to recover \$250 for ballast furnished to the British Yeoman.

The steamship Asia, which arrived at Honolulu, T. H., on August 22 from Hongkong and Yokohama, encountered a derelict schooner in latitude 33 degrees 56 minutes north, longitude 163 degrees 25 minutes east. It is thought that the dismantled vessel is the Japanese schooner Kinomoto Maru.

George John filed a libel in the United States District Court at San Francisco on August 25 against the Pacific Mail Steamship Company to recover \$94.50 alleged to be wages due him as fireman on the steamer San Juan on a recent voyage from San Francisco to Panama and return.

The following changes of masters were recorded at the San Francisco Custom-house on August 26: Schooner Tartar, Richard Schnalle, vice Isak Isakson; steamer Alviso, Charles Jarvis, vice Edwin A. Hiatt. The schooner Narrow Gauge, A. M. Small master, was enrolled on the same day.

The Navy Department has decided to call for bids for dredging Pearl Harbor, T. H., the total cost of which work will be in the neighborhood of \$1,000,000. There is \$400,000 available, appropriated at the last session of Congress, and that is more than can be expended in the work before Congress can make another appropriation.

It is reported in a Shanghai telegram to the Kobe (Japan) Herald that Chinese business men are making arrangements to establish a steamship company, with a capital of \$1,000,000, for the purpose of running two steamers between Shanghai and Ningpo. The share issue was opened on July 5, but no foreigners are allowed to subscribe. The promoters will hold shares to the amount of \$400,000.

The following changes of masters were recorded at the San Francisco Custom-house on August 25: Schooner Natalie, Christian Jespersen, vice Carl T. Anderson; steamer Ida W., M. J. Brown, vice D. H. Salisbury; steamer Acme, J. D. Jacobs, vice Gudmund Olson; steamer Nebraska, C. J. Lancaster, vice G. B. Knight; steamer Raymond, C. A. Knudsen, vice Gustav Enstrom.

The United States Circuit Court of Appeals has ruled as follows on the question of delay in discharging a vessel: "Delay in discharging through default of the vessel does not entitle the charterer or consignee to damages, in the absence of a contract for delivery by a particular day, but simply extends the time within which the discharge may be made without liability of the charterer or consignee for demurrage."

Word was received at San Francisco on August 24 of the suspension of First-Mate W. H. Batchelder and Second-Mate Leo Miller, of the steamer Washington, by the United States Inspectors of Hulls and Boilers. The officers are suspended for sixty and thirty days, respectively, for alleged carelessness, neglect and inattention to duty in connection with the grounding of the steamer Washington on Point Arena, Cal., several weeks ago. The Washington is on the dry-dock in Portland, Or., undergoing extensive repairs as a result of the accident.

The yacht Alexander Agassiz sailed from San Diego, Cal., on August 26, on an exploring trip 300 miles down the Coast. Those on board are Dr. Fred Baker, Dr. Charlotte Baker, Professors Wesley Crandall and John F. West of the State Normal School, Captain Dall and five members composing the crew. The Agassiz is provided with eighty fathoms of cable and a one-mile sounding machine. Water temperatures will be taken at intervals of every twenty minutes on the surface and, where distinct currents are found, tests of temperature at different depths will also be made.

The activities of the Japanese seal poachers in Behring Sea are being watched closely by the

Government, and revenue-cutters are constantly on the lookout. Recently the revenue-cutter Bear put into Unga, Alaska, with seventy-five of the Japanese, who are alleged to be poachers. They will be taken to Valdez for trial. The British gunboat Algerina, the American gunboat Yorktown and the cutters Richard Russ and Bear are watching closely for illegal sealers in the vicinity of St. Paul Islands. This season there are said to be a large number of Japanese sealing schooners hovering close to the grounds.

Giving his reasons for keeping the steamer Ohio in a place of safety and consequently being forty days in reaching Nome, Captain C. G. Conradi declares that hundreds of lives were endangered by the steamers which made their way through the ice packs, arriving at their northern destination far in advance of the Ohio. In the first statement he made since his return from Alaska, Captain Conradi says that the entire fleet would have been crushed like an eggshell had a high gale sprung up while they were threading their way through the ice. Captain Conradi stated that he followed the instructions of Waterhouse & Co., his owners, in his action, and that he pursued the only sane course in doing so.

Work on the second attempt to float the former Pacific Coast Company steamer Corona, stranded just north of the north jetty since March 1, 1907, is now on in earnest. The trestle built out from the ocean beach last year and carried away by the storms of winter, after the season had closed, has been rebuilt out to the wreck, and already the piledriver on the seaward end has swung off two of the Corona's deck winches. The huge boiler that was landed at Eureka last month has been set up on the beach, and pipes are now being laid from it along the trestle to carry steam to the pumps that will be operated in the hull of the vessel for clearing it of water and sand.

Following is the reinsurance list, as posted at San Francisco on August 28: Bark Ester, 267 days from Amsterdam for Macassar, 90 per cent; bark Carnedd Llewellyn, 191 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 180 days from Port Talbot, 75 per cent; ship Siam, 167 days from Adelaide for Falmouth, 8 per cent; ship Aeon, 54 days from San Francisco for Auckland, 50 per cent; bark Saxon, 126 days from London for Newcastle, New South Wales, 8 per cent; ship Biarritz, 93 days from Hobart for San Francisco, 10 per cent; steamer British Monarch, 64 days from St. Lucia for Auckland, 10 per cent; steamer Baron Minto, 65 days from St. Lucia for Auckland, 10 per cent.

The barkentine City of Papeete, Captain Schmalz, arrived at San Francisco, on August 24, after a passage of fifteen days from Behring Sea. Captain Schmalz reported a scarcity of fish in the North this season, and gave that as his reason for getting in so soon. Usually the fleet does not begin to arrive until September. On July 20 the City of Papeete fell in with the barkentine Fremont and the schooners Stanley, Ottilie Ford, James Russ and Fanny Dutard, all codfish carriers. From the Fremont Captain Schmalz learned that on the up voyage of the schooner J. Brauer, a member of the crew, died and was buried at sea. The City of Papeete brought 120,000 codfish consigned to the Alaska Codfish Company.

Peter Spellman, who was a fireman on the steamer J. Marhoffer, filed two libels in the United States District Court at San Francisco on August 26 to recover for an assault and for breach of contract. One was against the master of the steamer, Captain George Minkel, for \$2,000, alleging that on August 18 while on a passage from San Francisco to the mouth of the Columbia River and return, Captain Minkel seized the libellant's mustache and pulled it violently, then pulled his ear, slapped his face and kicked him with his knee, all to the accompaniment of vile epithets. This form of treatment did not meet with favor with Spellman, for in his second libel to recover \$1,000 from the J. Marhoffer Steamship Company, the libellant alleges breach of contract in that he failed to receive "good treatment."

SEXTANTS FOR SALE.

Two sextants, the property of a member of the Sailors' Union of the Pacific, who was compelled to go to the Fort Stanton Sanitarium, are offered for sale at a very low figure. Apply to E. A. Erickson, First Patrolman, Sailors' Union, 44-46 East street, San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 2, 1908.

TURN OUT ON LABOR DAY!

The Sailors' Union of the Pacific decided several weeks ago to turn out in the Labor Day parade at San Francisco. Acting upon that decision, arrangements have been perfected to make the Sailors' end of the parade a feature worthy of the Union and the cause it represents.

On all past occasions of the kind the Sailors' Union has been a conspicuous, and in not a few instances the most conspicuous, body in the parade. Several things have combined to produce this result. The Sailors' Union is one of the oldest and numerically strongest labor organizations in the city and on the Coast; its members, by reason of their activity in the work of the general labor movement, have become widely and favorably known in the community, and the achievements of the Union in the face of almost insurmountable obstacles have popularized it with all who admire staying qualities in any line of endeavor. These circumstances, added to the well-known uniform worn by the members and the splendid bearing of the men on march, have made the Sailors' Union the "cynosure of all eyes" on Labor Day and other parade days. The effect has been not only to create an impression on the public mind favorable to the seamen, but also, and chiefly, to inspire the members of the Union with an increased sense of the importance of their craft and with increased confidence in themselves and the Union. No member of the Union who has turned out upon such an occasion but has felt himself a better and bigger man—a better union man and a bigger citizen—on that account; no member of the Union who has stood on the sidewalk and watched the boys march past but has felt just a little regretful over the loss of an opportunity to shine in good company and in a good cause.

The arrangements made by the Sailors' Union of the Pacific for the Labor Day parade next Monday exceed anything of the kind ever before attempted. In addition to uniforms, flags and music galore, the Union will display a float which, in point of beauty, novelty and appropriateness, will probably take the cake, or the cup, or whatever be the particular form of the prize to be awarded for that

feature of the parade. Comrade Ed. Andersen, the veteran marshal of the Sailors' Union and hero of a hundred parades, will lead the Sailors' division, followed by an advance guard and several hundred men. It only remains for the members ashore to do their part, and upon this score there is no room for doubt. Every member in port on Labor Day should get in line for the honor of the old Union and the glory of Labor's sacred cause.

AS OTHERS SEE HIM.

Comrade Furuseth has now been in Europe long enough to enable his friends in the Old World to "size him up" and tell his friends on this side of the water just what they think of him. Our labor contemporaries of various countries contain notices of Comrade Furuseth's work in their respective localities, coupled with acknowledgments of the pleasure and instruction derived from his visits. Among the more recent of these "press notices" is that of The Seaman, of London, Eng. Our esteemed maritime contemporary, speaking of Comrade Furuseth's visit to the great metropolis and his work among the seamen there, says:

Since our last issue Mr. Andrew Furuseth, the Secretary of the Sailors' Union of the Pacific, who is in Europe, as I explained in one of my notes last month, to attend the Vienna convention of the International Transport Workers' Federation and the Nottingham Trade-Union Congress, has arrived in England. To meet Mr. Furuseth once is to understand instinctively why it is that he stands so high in the trust and confidence and respect of his labor comrades in America. You can not be two minutes in his company without recognizing unreservedly that every fibre and muscle of the Secretary of the Pacific Union is in his work, and that his desire to uplift and enfranchise the seaman amounts to a passion. My verdict, after I had had the pleasure of meeting him for the first time, was that Andrew Furuseth was a man who would go far in a fight. Physically and mentally, he has an equipment that would bring immeasurable advantage to any good cause. The sailors of the Pacific seaboard are exceptionally lucky that it is in their cause that such grit and earnestness and disciplined enthusiasm have taken service. Since his arrival in London, his energy and his eager readiness to be of use to his fellows have laid the National Sailors and Firemen's Union of Great Britain and Ireland under a heavy debt of obligation to him. At Maritime Hall and elsewhere throughout London, he has cheered and stimulated the members of the Union by a series of speeches which will not soon be forgotten by those who heard them. As I remarked in our last issue, the Coast Seamen's Journal, of San Francisco, in speaking of Mr. Furuseth's departure for Europe, said that on landing he would incidentally give the local inhabitants of the places he visited "the benefit of his own long experience in the labor movement." So far as London is concerned, Mr. Furuseth has more than redeemed the promise made on his behalf by the Coast Seamen's Journal.

Of course, these words are gratifying to the American seamen and to all who enjoy the privilege of personal acquaintance and association with the object of them. It is a pleasure to find our own judgment confirmed by that of an observer unbiased by any consideration of a purely personal nature and to know that our old comrade has fallen into sympathetic and appreciative hands. For once the old maxim that "one must go away from home to learn the news" has failed to work. The Seaman's estimate of Furuseth's character and capacity is no news to the labor world of the United States; we knew it all before—fully twenty years ago. It is but just to ourselves to say that we are learning more on the same subject every day, as doubtless will the labor movement of Europe the longer the teacher stays in its midst.

These views of The Seaman, and others of similar import expressed in other quarters, justify the hope and prediction of the International Seamen's Union of America, that the visit of Comrade Furuseth to Europe would bear rich fruit in the form of a closer bond

between the seafaring classes of both hemispheres, a bond of sympathy and intelligence that will grow stronger and more potent as time passes.

Edward J. Livernash will deliver the Labor Day oration at San Francisco. Members of the Sailors' Union should make it a point to attend the literary exercises in the 16th Street Theatre, 16th and Mission streets, and thus assure themselves a treat in the address of Mr. Livernash. Aside from his genius as a public speaker, Mr. Livernash possesses a knowledge of the seamen's conditions and a sympathy with their ambitions beyond that of almost any other man in the country. George A. Tracy, President of the California State Federation of Labor; John W. Sweeney, President of the San Francisco Labor Council, and Wm. P. McCabe, Chairman of the Labor Day Committee, will also deliver addresses. The programme will be interspersed with musical and other "turns" by Miss Mammie Miers and Master Sheridan Williams, affording an enjoyable and profitable evening to all who attend. Owing to the limited capacity of the 16th Street Theatre, our readers are urged to "come early and avoid the rush." Exercises begin at 7:30 p. m.; admission free.

A press dispatch from Los Angeles, Cal., reports the formation in that city of a "Chinese Democratic Club." This is evidently another joke (?) at the expense of the Democratic party. The idea of a party which professes friendship for labor being supported by the Chinese seems funny, doesn't it? The joke loses none of its point when one reflects that the party in whose favor it is cracked has seen fit to remain absolutely silent on the subject of Exclusion, while the other party has declared itself in unmistakable terms upon that subject. In order to appreciate this joke it becomes necessary to infer either that the Chinese of Los Angeles are in favor of Exclusion, or that they are devoid of all sense of gratitude to their real friends.

The bobbery indulged in by the Chinese crew of the British steamer Cartago, at Boston, Mass., as described in the Atlantic Department of this issue, suggests nothing new to those familiar with the character of the "childlike and bland" race, but may perchance afford "food for reflection" on the part of those who are disposed to regard said race as "too good for earth and not good enough for heaven." The row on the Cartago bears out the common observation of seamen and others who know, you know, that the Chinese, like an alarm clock, is liable to "go off" at unexpected times, and when he does it's a case of "allee samnee go like hellee."

Labor Day, 1908, will go down in history as the occasion of a mighty protest against the tendency of the American courts and Congress to rob the people of the heritage of their forefathers. Every member of every labor organization in the land should do his and her share to make that protest effective.

Members of the Sailors' Union in San Francisco may secure uniforms for the Labor Day parade by applying to the Secretary at Headquarters at any time on Saturday or Sunday, or on Monday morning.

Read Creelman's interview with Gompers, in this and the succeeding issue of the JOURNAL. It's the goods!

FURUETH IN FRANCE.

Traveling through France without knowledge of the language, one is compelled to depend upon the eyes, and what I saw was not pleasant. Large castles in ruins; small castles being built! The merchant and banker, when they become wealthy evidently seek to make their homes as nearly as possible like those which their fathers helped to destroy.

Private property? Yes; so private that, for fear the stranger or outsider might see it, they had high stone walls in olden time, and these remain. Now they continue to build walls. Of course, these people live much out of doors and therefore seek such privacy as a high stone wall may give. To me these walls suggest forced and unpaid labor, as they stretch for miles around some vast garden or forest reserve. Looking at them I was reminded of the Pyramids, and the question arose: Which has taken most labor, the Pyramids or (assuming these walls to be everywhere) these ugly stone fences?

The workmen of France, always excepting the seamen, of course, may quit work at will, singly or in combination; there is no imprisonment for quitting. They may be sued for damages for violating a contract, but their tools and necessary household furniture are exempt from execution, so there is little or nothing to take. The seaman, however, may be imprisoned for three months for breaking his contract in France, and for one year for quitting in any foreign port.

The past fifteen years have witnessed some improvements in the seaman's conditions, but up till 1896 only the "inscribed" seaman was subject to imprisonment for violation of contract, and no seaman need become "inscribed" unless he wished to do so. Again, there were certain advantages to the seaman in the system of "inscription," but so many failed to "inscribe" themselves that now, since 1896, I believe, the seaman becomes "inscribed" by the mere fact of sailing. Thus we note the tendency to use all means to put a stop to strikes.

There are numerous strikes in France in these days, and the daily press is urging that the strikes constitute an attack upon society and ought to be stopped, as the Church was stopped (!), if not by legislation, then BY JUDICIAL DECISIONS. To illustrate: The electricians in a certain theatre in Paris went on strike; the play could not go on, and now some one, who thereby lost a chance to play and thus earn some money, is suing the chairman of the striking union for civil damages. The newspapers are singing the praises of this man, urging others to do likewise, and, by innuendo, encouraging the courts to award damages.

A fierce struggle is going on inside the unions in France. One party wishes the unions to "go by the German way," as they describe it—that is, by way of legislation. Others wish to use their industrial power to achieve industrial ends, and to use politics only incidentally to protect and extend their industrial freedom, thus in two ways—parallel ways—building up a real citizen labor population. The latter idea is not at all bad, and one feels in sympathy with a policy which is so very much like our own.

That the French working class has not so far tried seriously to free the last serfs—the seamen—is wonderful only because of the Frenchman's usually thorough reasoning. The French seem either to have forgotten the seamen, or else to have regarded it as absolutely necessary that the seaman should remain a serf. To the seaman himself it comes almost like a blow when you tell him that he also should be under theegis of the French motto, now displayed on all public buildings, "Liberte, Egalite, Fraternite."

I looked for this motto over the door of the building in which are located the offices of the Shipping-Commissioner, or "Inscripte Maritime," but failed to find it. There is certainly no liberty and quite as certainly no equality for the French seaman. If the seaman breaks his contract he goes to jail; whereas the shipowner who commits a like offense forfeits only about as much money as would be required to pay for his cigars for a month.

In a few days I shall try to send the Journal a few words from Italy.

Fraternaly,

ANDREW FURUETH.

Geneva, Italy, August 12, 1908.

Although the two schooners seized by the revenue-cutter Bear on July 22 in the Behring Sea for taking seals within the three-mile limit were flying the Japanese flag, one of the vessels, the Kinsei Maru, had for her navigating officer a white man, according to mail advices from Valdez. The man speaks English fluently, and is thought to be an Englishman. A majority of the crews of both the Kinsei Maru, which was disguised as a revenue-cutter by a coat of white paint and false yardarms and a false smokestack, and the Saikai Maru, were Japanese, but there were several white men of British, American and German nationality among them. When the vessels were captured, the bodies of several freshly killed seals were found on board.

A letter was recently received at Honolulu, T. H., from Captain W. P. Shorey, master of the whaler John and Winthrop, which was in that harbor last February. The John and Winthrop has met with good success in the Okhotsk Sea and had just put into Hakodate with 500 barrels of oil.

GOMPERS STATES THE ISSUE.

(Continued from Page 2.)

ments, organized labor frequently lost its head under the leadership of ignorant and unfit men, and that assaults, trespasses, blackmail, arson, riots and murder sometimes attended conflicts between capital and labor. It is true that these things are occasionally incident of strikes to-day and that boycotts are carried to cowardly and cruel extremes.

But, with the development of organized labor on national lines and the federation of trades in a common council for general defense and advancement, the main body of organized workingmen in America have trampled socialism under their feet, set their faces against violence and adopted the trade agreement as to wages and conditions, voluntarily entered into between employers and employed, as the best possible solution of the labor question, with the strike and boycott on the one hand, and the lockout on the other hand, as the necessary weapons through which capital and labor may exert pressure upon each other should they fail to agree—either weapon being too costly to use save as a last resort.

On the other hand, it must not be forgotten that in the present fierce and widespread controversy as to the writ of injunction, it is charged by employers that it frequently happens that only such swift interferences by the higher courts, and the fear of summary punishment for contempt, deters strikers from paralyzing vast industries by terrorizing those who might be willing to take their places, and that the police and ordinary police magistrates are usually ineffective because they fear the political vengeance of the strikers and their friends. It is urged, too, that to delay the issuance of injunctions until the strikers were notified and had opportunity to argue the matter in court, would often allow enough time for the threatened damage to be done.

It is a strangely tangled situation.

"Don't arrest; sue for damages," says organized labor.

"Strikers are usually insolvent and it would be ridiculous to sue moneyless men for money," is the answer.

"You mean that a rich man can safely do what a poor man would be arrested for," retorts organized labor, "and that is class government."

The judiciary of the country vigorously and unanimously opposes the attempt to modify or regulate the use of the writ of injunction. It was the aged Chief Justice of the United States who wrote the opinion in the Danbury hatters' case defining the boycott of the Loewe hat manufacturing establishments as a conspiracy in restraint of trade. It was Justice Harlan of the Supreme Court of the United States who wrote the opinion in the Adair case deciding that the law forbidding interstate railways to discharge any employee because of membership in a labor union was unconstitutional. Thus the Supreme Court has condemned the boycott by organized labor while sanctioning the blacklist by organized capital.

And while Mr. Gompers and his associates were appealing to the Republican National Convention to help them in their fight to restrict the one-sided and oppressive use of the injunction process, Justice Brewer of the Supreme Court was declaring in a public speech:

"There never was a time in the history of the nation when the full restraining power of the equity court was of so much importance. As the population becomes more and more dense and activities increase, the restraining power of the equity court is worth vastly more than the punishing power of the criminal court. It is in line with the highest thought of the day."

Justice Brewer has one of the broadest and more fearless judicial minds in the country. He is distinguished by his deep patriotism and humanity, and his frequent utterances off the bench indicate how fully alive he is to the great moral and humanitarian questions of his time. If there is a man in the country who can look an arrogant Wall Street overlord or a popular demagogue in the eye without blinking, it is he. Here also is what Justice Brewer said:

"To restrict the restraining power of the court is a step backward toward barbarism instead of a step forward to higher civilization. Courts make mistakes in the granting of injunctions; so do they in other judicial action."

"I know that labor organizations are especially energetic in claiming that the power of the injunction is used mainly against them. Of course this is not true. The restraining power of the court of equity should be enlarged and not diminished."

Yet, before going to Washington to see Mr. Gompers, I had read an injunction issued by Justice Gould in Equity Court No. 2, Washington, forbidding the striking bricklayers' union from congregating near the business establishments of certain builders or near buildings on which they were engaged in work, or near the lodgings of their employees "FOR THE PURPOSE OF COMPELLING, INDUCING OR SOLICITING SUCH EMPLOYEES TO SUSPEND OR QUIT WORK, OR LEAVE THE EMPLOYMENT OF THE COMPLAINANTS."

(To be continued.)

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Aug. 31, 1908.

Regular weekly meeting was called to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported no change in the situation. Monday, September 7, being Labor Day, the regular weekly meeting will be held on Tuesday, September 8. All members in port should report at Headquarters on Labor Day at 9 a. m., to take part in the parade. Uniforms will be given out in the hall on Saturday and Sunday of this week.

NOTICE: Nominations of delegates to the California State Federation of Labor will be made at the next regular meetings held at Headquarters, San Pedro and Eureka.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, Aug. 22, 1908.
No meeting; no quorum. Shipping very dull.
A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, Aug. 24, 1908.
Shipping still dull, prospects poor.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 24, 1908.
Shipping and prospects poor.
P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 24, 1908.
Shipping and prospects poor.
W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 24, 1908.
Shipping brisk during week.
WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, Aug. 24, 1908.
Shipping dull; prospects poor.
D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 23, 1908.
Shipping and prospects poor.
J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 24, 1908.
Shipping dull; prospects poor.
H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Aug. 24, 1908.
No meeting; no quorum. Shipping quiet.
JOSEPH T. LIDDY, Agent.
821 Alakca St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco Cal., Aug. 27, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Eugene Burke in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Aug. 20, 1908.
Shipping slack.
LEONARD NORKGAUER, Agent.
P. O. Box 1335. Phone Sun Main 2233.

San Pedro Agency, Aug. 20, 1908.
No meeting; shipping poor.
CHAS. M. DAWSON, Agent.
P. O. Box 2155.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 27, 1908.
General situation slightly improved.
WM. PENJE, Secretary.
143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Aug. 24, 1908.
Shipping dull.
J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 25, 1908.
Shipping and prospects fair.
WM. H. FRAZIER, Secretary.
1½A Lewis St.

DIED.

Gustaf Adolph Backman, No. 1085, a native of Finland, aged 28, drowned at Aberdeen, Wash., on Aug. 19, 1908.

Andrew Lasander, No. 624, a native of Finland, aged 36, died at Seattle, Wash., Sept., 1907.



ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)



NEW DOCK AT BUFFALO.

The officials of the American Shipbuilding Company have planned to spend pretty close to \$500,000 on the drydocks. A new dock will be built at Buffalo and the small dock at Superior will be enlarged. Both docks will be large enough to handle the largest vessels on the Lakes.

The small dock at Superior which is 450 feet long, will be extended 160 feet which will make it 610 feet long. The dock will be widened and when the improvements are completed the largest vessels on the lakes can use it. The contract has been awarded to the Barrett & Record Co. of Duluth and the job will cost about \$150,000. Work will be started this week and when it is completed the company will have two big drydocks at the head of Lake Superior.

The new Buffalo drydock will be one of the largest and most complete plants on the Lakes. It will cost about \$300,000 and it is expected that it will be completed and ready for business a year from next September.

The drydock will be 630 feet long, 100 feet wide on top and seventy-five feet wide on the bottom. Plans for the dock were prepared by A. V. Powell, engineer, of Chicago and he will look after the work. The plans and specifications are about ready to be submitted to the builders and bids for the work will be asked for shortly. President Wallace said recently that he expected that the contract for building the dock would be awarded by September 15 and that the dock would be completed a year from that date.

The new plant will be built on the old site of the Buffalo Drydock Company and will take the place of docks No. 2 and No. 3. Docks No. 1 and No. 4 will not be changed and when the new plant is completed the American Shipbuilding Company will have three up-to-date drydocks at Buffalo.

ONLY STEEL DOCKS ON LAKES.

The new steel ore dock of the Duluth & Iron Range Railroad has been almost completed at Two Harbors.

The dock is the first steel structure of its kind on the Great Lakes and if successful, as it appears to be, it will revolutionize iron ore dock building. Probably the last wood dock to be made over will be dock No. 2 at Two Harbors, which will be rebuilt this fall. Hereafter it is likely that all ore docks on the Great Lakes will be of steel.

The dock complete will cost \$1,500,000. It will be 888 feet long; 75 feet high, 53 feet wide and will have 148 ore pockets. Its storage capacity will be 47,360 tons. Its cribbing required 2,900,000 feet of lumber. Its pockets will require 1,600,000 feet. Four thousand piling support its base. Its cribbing is weighted down with 3,000 yards of crushed rock. Its base required 11,000 yards of concrete.

The barge Uranus, which sprung a leak on Lake Erie recently, has been beached at Put-in-Bay. It is thought she can be pumped out and floated as soon as her deck load of coal is taken off.

SCABBING ON THE LAKES.

Conneaut docks are almost filled up with ore, and there is very little storage room left. Most of the ore received here from now on will have to be forwarded to the furnaces at once. Some of our men have left vessels at Marquette and Superior because the captains wanted them to scab against the striking ore-handlers. The Lake Seamen's Union has always gone the limit in protecting other organizations in trouble, and this year we have had a chance to see the value of that course. Longshoremen, hoisters, ore-shovelers, street-carmen, railroad firemen, brakemen, engineers, conductors, shipbuilders, clerks, painters, stone-masons, miners, teamsters and men from nearly every other trade-union in the known world are openly and unblushingly scabbing against the seamen's unions on the Lakes as wheelmen, watchmen, ordinary seamen, firemen, oilers, cooks, and are doing it under the plea that they can get no other work. Do the seamen's unions retaliate? No; they promptly advise their members to refuse when asked to scab against a shore union, and they say nothing about the wrongs done and being done to us by nearly every shore union on earth. I am pretty sore against any union that allows its men to scab against another Union, but I think that "sauce for the goose is sauce for the gander," and I would like to see some of these scabs called off our shoulders by their Unions before I can put much heart into a policy of protecting them. Not but that the crews of those vessels did right in getting off rather than scab. Of course they did right; but I am getting a little tired of turning the other cheek.

W. H. JENKINS.

Conneaut, O.

GRAIN AT DULUTH.

The following statement was received from Duluth by a vessel owner recently:

The receipts and shipments of grain of all kinds for the week ending August 10 nearly balance each other, with the exception of corn, a small jag of which was received at the elevators and not yet shipped out.

The receipts and shipments for the past week are as follows:

	Receipts.	Shipments.
Wheat	361,269	273,738
Oats	18,420	11,352
Rye	118,290	13,949
Barley	7,653	.....
Flax	94,749	116,847

The stocks in store at the elevators are very low when compared with this time last year. They are as follows:

	1908.	1907
Wheat	435,000	3,481,000
Oats	36,000	104,000
Rye	10,000	30,000
Barley	112,000	95,000
Flax	646,000	656,125
Corn .....	.....	13,100

The steamer J. J. Sullivan holds the record for the largest coal cargo ever taken to Milwaukee, 11,720 tons. The J. Q. Riddle comes next with 11,400.

REPORT OF MILWAUKEE AGENT.

Jno. Huehns, Lake Seamen's Union, on replevin case against E. A. Dunham, shipping-master Lake Carriers' Association, versus Andrew Knutsen, plaintiff, versus C. A. Dunham, defendant. Action of replevin for possession of Lake Seamen's Union membership book No. 17758. Suit started June 22, 1908, before Justice Schwemmer by Sheridan & Carpenter, plaintiff's attorneys. Defendant removed the same by filing affidavit of prejudice to Justice Louis M. Kotecki. Case twice adjourned for three weeks on affidavit of defendant that he could not safely proceed to trial, because of the absence of material witnesses. August 14, case was tried before Justice Kotecki, Sheridan & Carpenter appearing for plaintiff, and M. C. Krause for defendant. The court rendered judgment in favor of the plaintiff, A. Knutson, against defendant, C. A. Dunham, shipping-master, by which the plaintiff was adjudged to be the lawful owner of the book No. 17758, and the defendant was found to have unlawfully detained the same from him. The book was ordered returned to plaintiff and judgment rendered against defendant for damages for detention thereof, and the cost of the action assessed against C. A. Dunham, shipping-master, Lake Carriers' Association. Attorney Krause for defendant gave notice of appeal.

(Signed) FRED. HUEHNS.

Milwaukee, Wis.

BIG INCREASE IN TRAFFIC.

The Canadian statistics for the season of navigation of 1907 have just been issued. They show that the water borne traffic of the Dominion for the year 1907 was the largest on record.

The total volume aggregated 20,543,639 tons, as compared with 10,523,185 in 1906, representing an increase of 95.2 per cent. For the ten-year period the betterment was 13,925,164 tons, or 210 per cent. The traffic increased from 9,000,000 tons in 1903 to 20,500,000 tons last year. For comparative purposes it may be mentioned that the traffic of Canadian railways increased from 47,000,000 tons in 1903 to 63,750,000 tons in 1907.

The principal expansion in canal traffic last year was in the business of the Sault Ste. Marie canal, which showed an increase of 5,601,943 tons over 1906. During the past decade United States tonnage through the Sault Ste. Marie canal increased 315 per cent., while the increase of Canadian tonnage was 467 per cent. The betterment in total traffic was 341 per cent., and since the number of passengers grew by but 66 per cent Payne says it is obvious that the carrying business of the Upper Lakes is rapidly developing a much larger type of steam vessel than has hitherto been in use.

Key Inlet, at the northeast extremity of Georgian Bay, has been selected by the Canadian Northern Railway as a Great Lakes terminal. The entrance is fringed with shoals, but it will be soon marked with buoys.

NOW A LUMBER CARRIER.

The passenger steamer City of Muskegon, formerly the well known Peerless, is being converted into a lumber carrier. The craft was sold some time ago by the Muskegon-Chicago Navigation Company to Captain Louis Larson of Muskegon, the boat bringing only the paltry sum of \$2,800.

As the Peerless this steamer was one of the earliest boats in the exclusive passenger trade on Lake Superior. She was built for the firm of Leopold & Austrian, and after passing through several hands was bought by Miles Barry for his west shore line. Shortly after the craft was rechristened the City of Muskegon. The large central cabins of the craft have been cut away, so that only those needed by the men are left. The Peerless is in good condition in spite of her years of service. Captain Larson expects that the boat will be ready for her first trip in about a week. Her first trip will be made either to Manistee, Mich., or Duluth.

The steamer Peerless, which is being cut down for the lumber trade at Muskegon, was one of the best passenger boats on the Lakes thirty years ago. Captain George P. McKay, treasurer of the Lake Carriers' Association, brought her out in 1872.

WARNING TO MASTERS.

According to a communication from Duluth the Government dredging for the extension of the East Gate basin, near the Interstate bridge, will necessitate the temporary removal of two of the post lights in that vicinity. One of these is post light No. 5, a white light on the easterly edge of the East Gate basin, about 1,600 feet easterly from the Interstate bridge, and the other post light No. 2, which is a fixed red lantern light marking the easterly edge of the East Gate basin, about 1,200 feet southerly from the No. 5 post light and about 2,000 feet south-easterly from the Interstate bridge.

These will be taken up and removed. No arrangements have yet been made for the replacing of these post lights. Vessels should therefore be prepared to find these lights missing after the time above mentioned.

The channel buoys which mark the east edge of the East Gate basin will be moved so as to mark the edge of the 20-foot water of the enlarged basin at the time of removing the post lights.

ASHTABULA'S SHIPBUILDER.

Cleveland and Lorain have a new competitor for steel shipbuilding honors in Ashtabula. State Treasurer McKinnon has just launched for T. J. Rennick a steel ship supply launch named Marjorie. She is thirty-four feet long, has eight feet beam and four feet six inches depth of hold. A fifteen-horsepower gasoline and kerosene engine turns a twenty-seven-inch wheel, making 395 revolutions. Her speed is better than ten miles an hour, and she is a fine sea boat. The Marjorie is supposed to be the only steel boat engaged in her line of business on the Lakes, and is a credit to her designer, C. H. Nellett, formerly of the Toledo Shipbuilding Company, but now superintendent for the McKinnon Iron Works.

MARINE ITEMS.

The Life Saving station at Kenosha will be moved fifty feet and will be rebuilt. An addition to the station will be made for a powerboat.

The building of the new White Shoal lighthouse near St. Ignace will be one of the greatest undertakings in the way of lighthouse construction ever undertaken by the Government. It will be built on rock many feet under water and will be twenty feet above the surface when completed.

The steamer Huron City brought the steam-ferry Duluth, from St. Ignace, into Kenyon's shipyard at Marine City, recently. The Duluth will be rebuilt from the water line and made over into a passenger steamer. Mr. Kenyon's contract calls for her to be completed by November 13, when she will be taken to St. Ignace and laid up.

Several vessels have been reported to United States Engineer C. McD. Townsend for violating the rules in passing dredges working in the middle channel of the St. Mary's River, as follows: steamers Juanita, Roumania, Crete, Perkins, Ream, Malietoa, Luzon, Frank W. Hart, Douglass Houghton, Manola, Superior, Harvey D. Goulder and Sir William Fairbairn.

The steamer D. R. Hanna, of the Hutchinson fleet, has just added another record to her list. She arrived at Houghton, Mich., recently with 12,000 tons of coal, the largest cargo ever brought to Portage Lake. It is consigned to the Copper Range Railroad Company. The Hutchinson boats are doing some record-breaking this year, despite the dullness of the season on the Lakes. The J. J. Sullivan holds the record for the largest load brought to Milwaukee.

The following New York dispatch to the Iron Trade Review will be interesting to Lake men: "The leading interest has sold 10,000 tons of structural materials to a Canadian concern. Figures are being taken on two big Lake freighters to be built this winter requiring nearly 5,000 tons of plates each. No rail sales are reported, but inquiry is good, largely for export. Corporation activities are slightly larger. Steel tonnage for Everitt House has been placed."

The barge Biwabic, recently sold to New York parties, will take on a load of coal at Ashtabula for Quebec in a day or so. This will be the last run the Biwabic will carry on the Lakes down on account of Quebec to New York, for water. The mines are the Coast trade impossible an American was built by A. A. ... spread of the Mich., in 1894, for the ... Company, of Port Huron. She was for years towed by the propeller Gogebic. The Biwabic is 240 feet long by 41 feet beam and 17 feet depth.

INFORMATION WANTED.

Norman Hamburg is requested to communicate with Wm. Curry, Agent Lake Seamen's Union, Cleveland, O.

Thomas Bonner, No. 7823, Lake Seamen's Union, is requested to communicate with his sister, who is very ill, at Kingston, Ontario.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Ed. Rathenow, No. 5388, Lake Seamen's Union, is inquired for by his sister, Mrs. Chris Marquist, 429 N. Clark St., Chicago, Ill.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasengborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

Anna Eisenbach, 215 Locust street, Allentown, Pa., administrator for Frank Eisenbach, drowned on steamer Cypress in October, 1907, wants to know in what bank the funds of deceased were deposited. She says he had money in a bank at some Lake Erie port. She also wants the address of second-mate Pitz, survivor of the Cypress.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.

BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.

ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.

CLEVELAND, O.....81 Main Street (Old Number)
Telephone Bell West 351.

TOLEDO, O.....54 Main Street
Bell Phone East 756.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.

WESSEL, Wis.....515 East Second Street
were small Venezuela Phone 1563.

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NAMES OF COAST PLACES.

Not very long ago the United States battleship fleet entered the Strait of San Juan de Fuca, whose mouth is the port of missing ships. To-day the whole country is made acquainted by the press reports with the beautiful stretch of water which divides the United States from the British possession of Vancouver Island.

While the northern part of the coast has much to thank that ancient mariner, Captain George Vancouver, for, it can not admire the way he ruthlessly displaced the old Spanish names for others which would flatter "my noble friend So-and-So" in Great Britain. When Vancouver got out here late in the eighteenth century, he found the whole Coast plastered with soft-sounding Spanish names. When he left, many of these had disappeared, and in their places were found Puget, Townsend, Baker, Hood, Burrard and hundreds of others, designed to keep him in favor in the tight little isle.

But even Vancouver dare not take away from the Strait just entered by the battleships the name of Juan de Fuca, the little Greek pilot, who, when he first entered it, imagined he had discovered the long sought Northwest Passage which connected Europe with the mystic East. And Port Angeles, too—Vancouver allowed it to retain its ancient title of Senora de los Angeles in the Estrecho de Juan de Fuca. Latterday-Americans have shortened the name because of the greater Los Angeles in the South.

Once Port Angeles was passed, Vancouver got in his deadly work. The lofty mountain seen toward the northeast, "discovered in the afternoon by the third lieutenant of the Discovery"—Vancouver's warship, far different from one of to-day—is, in compliment to the officer, called Mt. Baker. Port Townsend is later entered, and is so styled "in honor of the noble Marquis of that name." Mt. Rainier, alas for Tacoma's claims! is baptized after "my friend, Rear Admiral Rainier, and then Hood Canal is entered and is called after the Right Honorable Lord Hood.

And Puget Sound, the glory of Seattle, keeps alive the name of an English lieutenant. After Vancouver's ship entered Admiralty Inlet, Lieutenant Puget was sent in a cutter on a voyage of discovery, and "to commemorate Mr. Puget's exertions," the eastern end of the inlet was dubbed Puget Sound.

Captain Vancouver started distributing names while he was off the Coast of California. Point St. George, just above Crescent City, 275 miles from San Francisco, he named in honor of Great Britain's saint, and the rock will cost \$1,500,000. It rocks extra 8 feet long; 75 feet high, 53 feet called the will have 148 ore pocket getting off what is now the Oregon Coast another point loomed up, and this he jotted down as Cape Orford, in honor of "my much respected friend, the noble Earl." Point Grenville, some distance north of Gray's Harbor, Wash., he named after the "Right Honorable Lord Grenville," a descendant of the famous Sir Richard, who, with the little Revenge, defied a whole Spanish fleet and who has been immortalized by Tennyson.

It was a famous thing to be a friend of Vancouver. He had the naming of some of the most beautiful harbors on the most

picturesque coast that is washed by the seven seas. And many "a noble friend" whose name would otherwise be forgotten in the pages of the bulky peerage is known to the present generation because Captain George Vancouver happened to be on his visiting list.

INSURANCE IN GERMANY.

A return has recently been issued, giving the latest available statistics with regard to workmen's insurance in Germany.

The total number of persons insured against sickness in 1905 was 11,903,000. The number of "cases" compensated during the same year (persons who received compensation more than once being counted as a separate "case" each time), was 4,848,000; the average amount of compensation per case was £2 11s. 11d. Employers contributed £4,595,000, and workpeople £8,806,000 during the year. No contribution was made by the state. The total receipts (including cash balances in hand at the beginning of the year, interest on investments accrued during the year, withdrawals from reserve fund, and sums realized from the sale of securities) amounted in the aggregate to £16,742,000. The total expenses were £14,029,000; and the accumulated funds amounted to £11,117,000 at the end of the year.

The figures for old age and invalidity insurance relate to the year 1906. The estimated number of persons insured in that year was 14,000,000. The number of new pensions granted was 134,056: 110,969 for old age, 12,421 for permanent invalidity, and 10,666 for "provisional invalidity." The total number of pensions in course of payment on January 1, 1907, was 962,277: 125,603 for old age, 814,575 for permanent invalidity, and 22,099 for "provisional invalidity." Employers and workpeople each contributed £4,182,500 during the year. In addition, the state granted £2,397,000 (being £2 10s per annum for each pension) direct to the pensioners, this grant not being paid into the insurance funds. The total receipts (excluding the state grants) were £10,550,000; total expenses, £6,569,000; accumulated funds, £65,078,000. The average payment per case was £7, 18s. 1d. for old age, £8 0s. 2d. for permanent invalidity, and £8 0s. 7d. for "provisional invalidity."

An experiment is being tried at Conneaut to enable captains to locate the harbor in smoky weather when the wind is blowing off the land, making it impossible to pick up the light on the..... 18,420 fms. A high Rye 118 installed on one Barley which will be operated until daylight during the month of August. This searchlight will be automatically operated to throw a vertical light, which, it is believed, will penetrate the smoke and throw a reflection onto the sky. If it proves successful a similar device will be installed at Gary and South Chicago.

Two Chileans—Julio S. Pacheco and Desiderio Rey—claim to have discovered a method or process by which the amount of coal necessary to produce a horsepower by any steam engine may be greatly reduced. The greatest benefit is shown in the locomotive, where a gain of 61 per cent was reported in a test made at Talcahuano before a committee of experts.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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OLD-AGE PENSIONS.

International comparisons are always hazardous. Mr. Asquith, in his zeal as a Liberal social reformer, has underrated the German system of insurance against old age. He has stated that out of a population of 56,000,000 in the Fatherland not more than 126,000 persons received old-age pensions last year. This is true so far as it goes, but the Prime Minister, of course, unintentionally, has suppressed the fact that old age and disability pensions go together in Germany, and that the latter are not subject to any age limit. There were 837,000 infirmity pensioners in addition to the 126,000 old-age pensioners. I do not have at hand the figures for last year, but the expenditures for this class of insurance in 1903 were £5,030,000, and probably are increasing every year. Mr. Asquith in introducing old-age pensions in the United Kingdom at an annual cost of £6,000,000 for 500,000 applicants is not outrivalling Germany so effectively as the comparison seemed to indicate. Moreover, a considerable portion of the class whom he proposes to aid is already receiving assistance from the poor law administration in the form of outdoor relief.

The unfortunate comparison brings to light one of the weakest points in the Liberal pension scheme. British workmen are not attracted by the promise of a pension of 5 shillings a week after 70. They consider it a meager dole for old age, and a great majority of them know that they can not reasonably expect to live long enough to benefit by it. Toilers as they are, their most serious risk is from permanent disability, which will unfit them for earning a living, and this may come long before they are 70. The Liberal pension system does not offer protection against that risk.

In Germany over 13,500,000 workmen, small tradesmen and employes of limited earning capacity are insured against permanent disability as well as old age. One-fourth of the population is relieved from anxiety respecting loss of health and working power. This is entirely apart from risks of accident and temporary sickness, which are provided for by two other systems of insurance. From the working age of 16 men and women in Germany have the comfortable feeling that serious emergencies have been forestalled, and that by their own thrift and the combined action of employers and the state they will always have something to fall back upon. This is widely different from the five-shillings dole after 70 as a free gift or as a substitute for poor-law relief.

The advocates of the Liberal pension scheme have assumed that the advantages of the contributory system in Germany are deferred for a long period. There is a prescribed waiting time, and there has to be decisive proof either of chronic invalidity or of the old-age qualification; but the annuities are paid with precision and without legal expense, and there is a system of compensation and rebate by which one-half of the premiums are repaid if the workman insuring himself with the help of his employer does not live to pass his seventieth year. The disability pension ranges from \$27.50 to \$37.50 in accordance with the classification of wages, and the old-age pension from \$27.50 to \$57.50, an imperial subsidy of \$12.50 having been added in each

instance. The bulk of the fund is supplied by the workmen and their employers, and is an investment for an emergency rather than state charity on socialistic lines. Workmen, domestic servants, small tradesmen and clerks contribute their pennies weekly toward this class of insurance, and they enjoy the benefits whenever the emergency of chronic disability or old age arises. They are not paupers in receipt of state aid, but the self-respecting beneficiaries of their own thrift and prudence.—New York Tribune.

SPONGE TRADE IN SMYRNA.

Sponges are a product of the Aegean Sea, especially about the Islands of Rhodes, Syme, and Cos, while Smyrna is usually the place of market. Sponges are also found near Sicily, on the north coast of Africa, and in the Red Sea. All these not only compete with each other in the world's markets, but they have some difficulty in holding their own against the sponges found among the West Indian Islands.

Sponge fishing is the most important industry of the inhabitants of the islands lying off the main coast of Asia Minor. Thousands of seamen every year are busy cleaning, drying, and bleaching sponges, a work which is not always of a pleasant nature, considering the number of lives lost in stormy seas and in diving.

When sponges are first torn from the sea bed, they are of a dark color and living. By tramping and pressing them with the feet a milky substance oozes out, whereupon the sponge dies. They are then immersed in the sea for a space of eight or ten hours. The dark, skinny substance is then removed by scraping and gradually, through cleaning, drying, and bleaching, they take on the fine yellow color which characterizes many of them. It is said that the sponges taken from deep beds are better than those found in shallow water.

The price of sponges depends upon the quality, and they are sold either by the pound or by the piece. The unwashed qualities sell for \$3.50 to \$13 per oke (28 pounds). For the washed product, considering the loss in weight resulting from washing and trimming, which amounts to about 75 per cent, prices vary between \$13 and \$44 per oke. The prices of sponges sold per piece can not be estimated, except on examination by an expert.

Reports have been received in Calcutta to the effect that several Indian coal mines have been closed down on account of cholera conveyed by the water. The mines are putting in as fast as possible an American filter in order to arrest the spread of the epidemic. Wherever the filter has been used no cases of cholera have appeared. The same is true of the jute mills on the Hooghly above and below Calcutta.

The shippers of Shanghai have been notified by the representatives of twelve steamship companies at that port that in future the measuring of cargo to be shipped on their vessels for Europe shall be done by a sworn measurer who has arrived from Europe for that purpose. This movement is to place the measuring of such cargo upon a more satisfactory basis than has hitherto existed.

HOTEL FOR THE POOR.

The hotel for the poor in Milan, Italy, was opened seven years ago, and a dormitory therefor was started four years ago. The work of the society is officially said to be steadily progressing and receiving much encouragement. The society's capital is \$82,955, and provisions donated amount to \$13,124. The net profit for 1907 was \$5,216, although expenses for improvements are stated to have been relatively high. The daily earnings of the hotel amounted to \$61. The average daily earnings of the restaurant was \$40.

The callings of the 453 daily inmates of the hotel were as follows: Lawyers, mathematicians, etc., 18; students, 8; clergyman, 1; soldier, 1; painters, sculptors, engravers, and photographers, 19; musicians, singers, and actors, 13; traveling salesmen, 37; office and store clerks, 89; printers and bookbinders, 11; street vendors, 10; mechanics and electricians, 21; cabinetmakers and carpenters, 16; tailors and shoemakers, 7; bricklayers and stonecutters, 16; laborers, 73; peasants, 17; cooks and waiters, 20; business men, 29; foreigners, 48. Among the foreigners were Americans, English, Germans, Russians, Roumanians, Poles, French, Japanese, and Africans, who had heard of the Milan hotel called "Albergo Popolare" prior to their arrival in the city.

The average daily number of inmates in the dormitory was 316 men, 36 women, and 6 children, making a total of 358 persons. The average daily earnings of the dormitory amount to \$21.19, which is a decrease of about 14 cents per day from 1906. Beds cost from 4 to 6 cents per night.

Hotels for the poor, similar to that in Milan, are being built in many of the principal cities of Italy.

TRINIDAD SHIPPING INCREASE.

In reporting that there was a substantial increase in the shipping at Port of Spain, Trinidad, during the year 1907, Consul William W. Handley writes:

The total number of vessels arriving at Port of Spain, Trinidad, during 1907, amounted to 2,461, being 281 more than during the previous year. The tonnage reached 1,225,994 tons, an increase of 262,560 tons over 1906. Among the 626 merchant steamships entered during that period, 334 flew the British flag, 61 Dutch, 48 French, 35 German, 22 Norwegian, 94 Venezuelan, and only 7 American, and of these 7 steamers flying our flag 5 were colliers of the Atlantic fleet. Among the 1,798 sailing vessels that entered Port of Spain, 1,416 were small Venezuelan sloops that carry on an extensive trade between the island and Venezuela. There were also 338 British and 13 American sailing vessels entered. The latter bring out lumber, and generally secure a return cargo of cocoanuts or asphalt.

Year after year Port of Spain increases in importance as a rendezvous for foreign warships, due principally to the tranquility of the waters of the Gulf of Paria as a coaling and cable station, as a center of steamship communication, and as possessing a floating dock.

For fair products of all kinds, consult the JOURNAL's ad columns.

Domestic and Naval.

The Bethlehem Steel Company has absorbed the Harlan & Hollingsworth shipyard at Wilmington, Del.

The United States battleship fleet sailed from Sydney, N. S. W., on August 27, and arrived at Melbourne, Vic., on the 29th.

The British schooner Golden Rule, from Sydney for Yarmouth, with coal, stranded at Cape Island recently, and will probably be a total wreck. She is full of water.

The Navy Department is considering the advisability of sending several vessels now on the home stations to meet the battleship fleet which is now on its way around the world.

The United States battleships Alabama and Maine, which are preceding the American fleet on the trip around the world, arrived at Aden on August 29. They left Colombo on the 20th.

Several sailors from President Roosevelt's yacht Sylph, which is stationed at Oyster Bay for the President's use during his vacation, were refused admission to a dancing pavilion on August 29.

David H. Cahall and other Philadelphians are stockholders in the Atlantic City Transportation Company, just incorporated at Trenton, N. J., with \$250,000 capital, to operate a line of freight steamboats between Philadelphia and Atlantic City.

The summer conference of officers at the Naval War College at Newport, R. I., which for the last six weeks has been discussing battleship designs, will not recommend any immediate changes in location of the width of the main armor belt.

According to the Liverpool Journal of Commerce, the voyage which Captain Watt is making on the Cunard liner Lusitania probably will be his last. Captain Watt's resignation, which was postponed some time back at the request of the company, is likely to become effective.

When the transatlantic liner Kroonland, from Antwerp and Dover, passed in at Sandy Hook on August 24, she was 45 minutes ahead of the Staaten-dam from Rotterdam. The liners never lost sight of each other from the time they left the English Channel until the race was finished.

The tug Lykens, of Philadelphia, Pa., recently reported that on August 21, in latitude 39.50 north, longitude 73.54 west, she passed two masts projecting 15 or 20 feet above water, apparently attached to a submerged schooner. The derelict was regarded as very dangerous to navigation.

A new ice-breaker is being built by Vickers' Sons & Maxim, in the Barrow (Eng.) yards, for the Canadian Government to ply between the mainland and Prince Edward Island. She will have 6,000 horse-power and is to have a speed capacity of seventeen knots. The cost will be \$515,000, and the vessel will be ready by next year.

The North German Lloyd liner Kaiser Wilhelm II has established a new record in time elapsed and average speed for any vessel over the long course, 3,080 miles, from Sandy Hook to Plymouth. She made the distance in 5 days, 9 hours and 57 minutes, and averaged for the distance 23.1 miles an hour. The best day's run was 556 knots, which was accomplished two days in succession.

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Many apprentice seamen, when going aloft for the first time, are afraid that the top is crowded, but always when they get up through the "lubber's hole" they find plenty of room; likewise, many apprentice seamen and enlisted men fear there is no room at the top for them in the navy, that the higher positions are so filled up that they cannot hope to gain one. This is wrong. There are plenty of high positions waiting for ambitious men in the navy, if they will but properly qualify themselves. Every new ship that goes into commission increases these opportunities. If you wish to climb to a higher berth, an institution that has helped hundreds of men to better themselves will help YOU to secure a higher rating in the simplest, surest, and quickest way in the world. You need not leave your ship, nor use but a small part of your spare time off duty. It costs you nothing to investigate; simply mark and mail the coupon below. Will you answer Opportunity's knock, or does she have to break in your door with an axe? Send in the coupon NOW.

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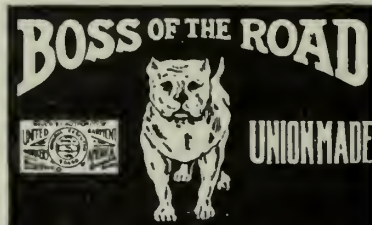
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Anderson, J., -1514
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Axes, P.
Barry, Thomas
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Benson, J. E.
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Bernsen, C. T.
Berkelund, R.
Blomquist, B.
Blomquist, H.
Boman, O. W.
Brander, M. F.
Bruhn, B., -1430
Buchtmann, P.
Burke, James
Caspersen, Chr.
Cornell, G. B.
Clarkson, C. II.
Courtney, A. I.
Conigan, P. J.
Derrick, Geo.
Dinwooden, Jas. H.
Donovan, James
Dowling, S. G.
Drager, Otto
Edwards, E. M., -149
Edvardson, John
Edkvall, G. A.
Ellingsen, P., -568
Elwood, Alf.
Ellasen, H. O.
Emersen, E.
Falch, O. A.
Faluck, L.
Farley, Geo.
Fitzgerald, H.
Flynn, P. J.
Fournier, G.
Froberg, F.
Gad, V.
Gent, A. C.
Gillison, Frank
Gronlund, Oscar
Grusden, Edw.
Gustafson, A. W., -700
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Hansen, Mike
Hattness, M.
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Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

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natives of New Orleans, are inquired
for by relatives. Address, Coast Sea-
men's Journal.

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Mr. Jacobson, 812-814 First Avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
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our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.In order to dispose of the present stock quickly we have marked it down to one-
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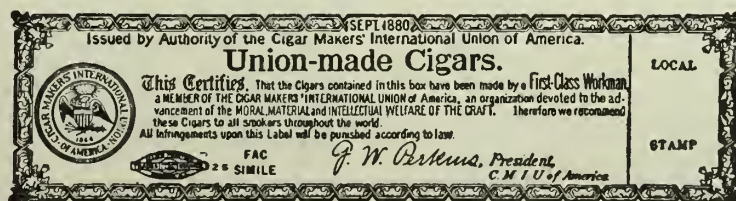
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You abolish Child Labor.Do Not Be Misled by retailers who
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tions."This is false. No shoe is union-made
unless it bears the Union Stamp.**Boot and Shoe Workers' Union**

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

News from Abroad.It is announced that the Russian
Government will give an order to
Italian shipyards for the building of
several warships.Belgium has decided to annex the
Congo, continuing American conces-
sions and the right of King Leopold
to certain personal holdings.Two persons were killed and six
injured in London, Eng., by the ex-
plosion of the balloon of Captain
Lovelace, of New York, on August
14.The British Royal Commission on
the care and control of feeble-minded
persons has issued a report in which
the American system is highly com-
mended.It has been learned at Lisbon, Por-
tugal, that arms and bombs had been
smuggled into that city and that the
revolutionary propaganda is assum-
ing serious proportions.An agreement has been reached be-
tween Japan and China to reopen the
Manchurian telegraph question. The
negotiations ended in a deadlock in
February and were broken off.Nineteen sentences of death were
signed in various parts of the Rus-
sian Empire on August 18. Ten
condemned at Lodz are peasants con-
cerned in revolutionary activities.Japanese soldiers recently captured
and mortally injured a Chinese who
was formerly an officer in the Japa-
nese army in the house of an official
of the Chinese Ministry of War at
Pekin.The Holland Government has in-
troduced in the Second Chamber a
bill for the ratification of the treaty
of arbitration between the United
States and Holland, which was con-
cluded at Washington May 2.Japan is negotiating with Chilean
nitrate companies for a very large
quantity of nitrate to be carried on
her own transports. It is admitted
that the nitrate is intended for use
in the manufacture of shimose pow-
der.The United States battleships Ala-
bama and Maine, which are preced-
ing the Atlantic battleship fleet by
about a month on the trip around the
world, sailed from Colombo, Ceylon,
on August 20 for Aden, where they
are due on the 27th.Niekolaus Kazinur, who was ar-
rested in Liverpool, Eng., on the
charge of grand larceny committed in
Pennsylvania, has been released from
custody, the Pennsylvania authorities
having decided not to proceed with
the request for his extradition.The Norwegian steamer Folge
Fonded, from Bergen to Haugesund,
on the west coast of Norway, was
wrecked on August 22, near Skone-
viks, and sank in three minutes. The
steamer carried seventy passengers,
and it is believed that forty of them
were drowned.The German Emperor has given
\$24,000 to the Koch foundation for
the resisting of the spread of tuber-
culosis. This donation completes the
\$100,000 that Andrew Carnegie stipu-
lated should be subscribed before his
gift of a like amount, made last win-
ter, should become available.It is reported at Tangier that the
army of Abd-el-Aziz, Sultan of Mo-
rocco, has been routed by the forces
of his brother, Mulai Hafid, fifty miles
from Morocco City, and the Sultan
made a prisoner. Another report has
it that the Sultan escaped and has
taken refuge in the French zone.

Labor News.

F. B. Easley, superintendent of the Pock Island Railroad, has issued a bulletin notifying all employees that cigarette smoking will not be permitted, and that violators of the order will be discharged.

The rolling mills of the National Enameling and Stamping Company, which have been closed since June 30, were reopened on August 31 and within two weeks the complement of 1600 men will be employed.

Notices were posted at the steel mills of the W. D. Woods Company at Pittsburg, Pa., on August 28, stating that the entire plant would resume operations on the 31st. Over 1000 skilled workmen are affected.

The strike in the bituminous coal field in Indiana was officially ended on August 21 by the announcement that the operators' association had agreed to the demands of the mine workers of district 11, and 1000 miners have returned to work.

President Francis Feehan, of District No. 5, United Mine Workers of America, announces the western Pennsylvania coal miners will not strike because of the failure of operators and miners to agree on the check off system.

The vote of machinists on all the Gould railroads on the question of going on strike with the Denver and Rio Grande machinists, who have been out on strike several months, has been completed. The result gives the executive officers full authority to call a general strike.

Labor leaders and members of labor organizations in Chicago, Ill., have formed the Injunction Reform League. The object of the organization is to inaugurate a "campaign of education" on the injunction question and to oppose the issuance of injunctions in labor disputes.

The committee representing the United Mine Workers of Wyoming failed to reach a wage agreement with the operators at Butte, Mont., and according to John J. Hart, spokesman for the mineowners, all the coal mines in Wyoming will be shut down. About 7000 men will be idle.

Striking tailors in New York City have opened headquarters and issued a statement of their demands. An increase in pay by the piece of 20 per cent over the present rate is asked. Piece workers complain that their present pay is a starvation wage, some of them earning only \$3 per week.

The 30,000 employees of the International Harvester Company are to have their own sick benefit and insurance association, according to announcement made by C. S. Funk, general manager of the company. The plans provide that every employee who contributes 2 per cent of his wages to the fund becomes a member of the association and is entitled to all of its benefits.

Payment of old age pensions to members of the International Typographical Union whose claims have been approved began on August 22. About 450 applications have been made thus far from various parts of the country. The pension is for members of the Typographical Union who have reached the age of 60 years, have been in continuous good standing for twenty years and find it impossible to get sustaining employment at their trade.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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INFORMATION WANTED.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Juga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

Information Wanted.

Charles Lagerberg is inquired for by his brother, Theodore. Address U. S. S. McArthur, Seldovia, Alaska.

Halvor Eugen Krogstad, a native Christiania, Norway, is inquired for by his brother. Address, Coast Seamen's Journal.

Mrs. C. E. Corlett, of Cheboygan, Michigan, inquires for her son, Robert Corlett, No. 16,672, Lake Seamen's Union.

Reier Gunderson is inquired for by his brother, Borre Christian Gunderson. Address Sailors' Union, 44-46 East street, San Francisco.

Bror Henry Wilhelm Clausen, a native of Doderhults, Forsamlin, Sweden, born 1880, is inquired for. Address, Coast Seamen's Journal.

George R. O'Connor, who arrived at San Francisco in January, 1908, on the steamer Olson & Mahony, is inquired for. Address, Coast Seamen's Journal.

Ed. Larsen, also known as Edward Torkelsen, last heard of in the bark Hesper in 1893, is inquired for by his brother, Jonas. Address, Coast Seamen's Journal.

Olaf Johanneson, a native of Seidesfjord, Iceland, last heard of on the Pacific Coast, is inquired for by his brother. Address S. J. Westdal, 51 South street, New York City.

Peter Hansen, who swore to a complaint against the master of "Cecelia Sudden" last October, is inquired for by the United States attorney at Los Angeles, Cal.

"Mick" Loughlin, sailing on the Pacific Coast, is inquired for by his brother N. M. Loughlin, Dredge Eta, Narvoma, South Coast, via Sydney, N. S. W., Australia.

Oscar Smuerson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Edman Hetman Hanson, a native of Tromso, Norway, last heard from in Adelaide, Australia, is inquired for by his brother. Address, Coast Seamen's Journal.

Henrik Jacob Syberg, born 1867, in Jylland, Denmark, supposed to be on the Pacific Coast, is inquired for. Address, Vice Consulate of Norway, Tacoma, Wash.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper Eldred Rock Light Station, Via Juneau, Alaska.

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Home News.

William E. Vilas, former Postmaster-General under President Cleveland, died at Madison, Wis., on August 27, aged 68 years.

Fifty indictments have been issued by the Grand Jury at Springfield, Ill., against persons charged with complicity in the recent race riots in that city.

Fifty-four Mormon converts, mostly girls, were detained by the Immigration authorities at Boston, Mass., recently, and a special board of inquiry is investigating their cases.

Hereafter all United States pensioners will be allowed the free use of the mails to return their pension vouchers, as the result of an order issued on August 22 amending the Postal regulations.

Heraclio Mendosa, Mayor of Cayey, P. R., was arrested on August 23, charged with arson. It is alleged that a recent fire at Cayey, in which many buildings were destroyed, was caused by Mendosa.

Governor A. B. Cummins of Iowa has authorized the statement that he will call a special session of the State Legislature to amend the primary law and permit the people to elect the successor to Senator Allison.

The right of Los Angeles (Cal) county and city to impose a tax on the State franchise of the Western Union Telegraph Company was denied by Judge Hutton of the Superior Court of that city on August 28.

A movement has been started in Philadelphia, Pa., to oppose any plan for the increase of trolley fares, and arrangements have been made to urge the City Council to act should the traction company suggest such a change.

The mystery of the theft of \$175,000 from the United States Sub-Treasury at Chicago, Ill., a year and a half ago, is believed to have been solved by the arrest on August 23 of George W. Fitzgerald, a former employe of the Sub-Treasury.

An order was issued by the Postmaster-General on August 22 putting into effect, beginning October 1 next, the postage rate of 2 cents per ounce, applicable to letters mailed in the United States for the United Kingdom of Great Britain and Ireland.

The Postoffice Department has promulgated an order relative to political activity in the Federal service, addressed to the officers and employes of the Postoffice and postal service. The order renews previous official prohibitions on pernicious activity.

President Roosevelt recently told Senor Manuel Juezan, a Philippine Nationalist leader, that he hoped to see the islands independent within twenty years, and that he would protect the islands as much as possible for American business and from invasion.

The bi-weekly report of the car efficiency committee of the American Railway Association, issued on August 28, shows a decrease of 26,862 in the total surplus of cars on the railroads of the United States and Canada, the surplus now being 263,008.

A decided falling off in the immigration to the United States for July is shown by figures compiled by the Bureau of Immigration and Naturalization. The total immigration for the period mentioned was 27,570, against 97,132 in 1907, a decrease of 72 per cent.

With the Wits.

Is This True?

Beyond the Alps lies Italy;
But here's the rub.

Beyond the altar lies—ah, me!—
The washing tub.

—Kansas City Journal.

The Retort Courteous.—Old Chap—
"Yes, sir, I'm 93 next birthday, and
I don't recollect ever telling a lie."
Young Man—"Well, you can't expect
your memory to be very reliable at
that age."—Philadelphia Inquirer.

Smart.—I have heard all kinds of
hard-luck dope,
But the thing that maketh me more
than hot
Is to—when my eyes are a-brim with
soap—
Grope wide for the towel and find
it not.

—Philadelphia Record.

Having Fun With Addie.—Jack—
"Singular name that young lady has
you introduced me to—Miss Post-
script."

Betty—"Oh, did I really call her
that? How funny! That's just a nick-
name we girls have for her. Her name
is Adeline Moore."—Philadelphia Rec-
ord.

Divers Diseases.—"What," inquired
the Sunday-school teacher of her
youthful pupils—"what are divers dis-
eases?"

Bashful or ignorant, the scholars
clung tenaciously to the doctrine that
little boys should be seen and not
heard.

"Come," pursued the teacher, "can't
any of you tell me?"

Then Johnnie's arm shot up.

"Well?" asked the teacher.

"Please, miss," answered Johnnie,
"water on the brain!"—Philadelphia
Inquirer.

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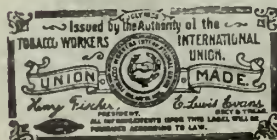
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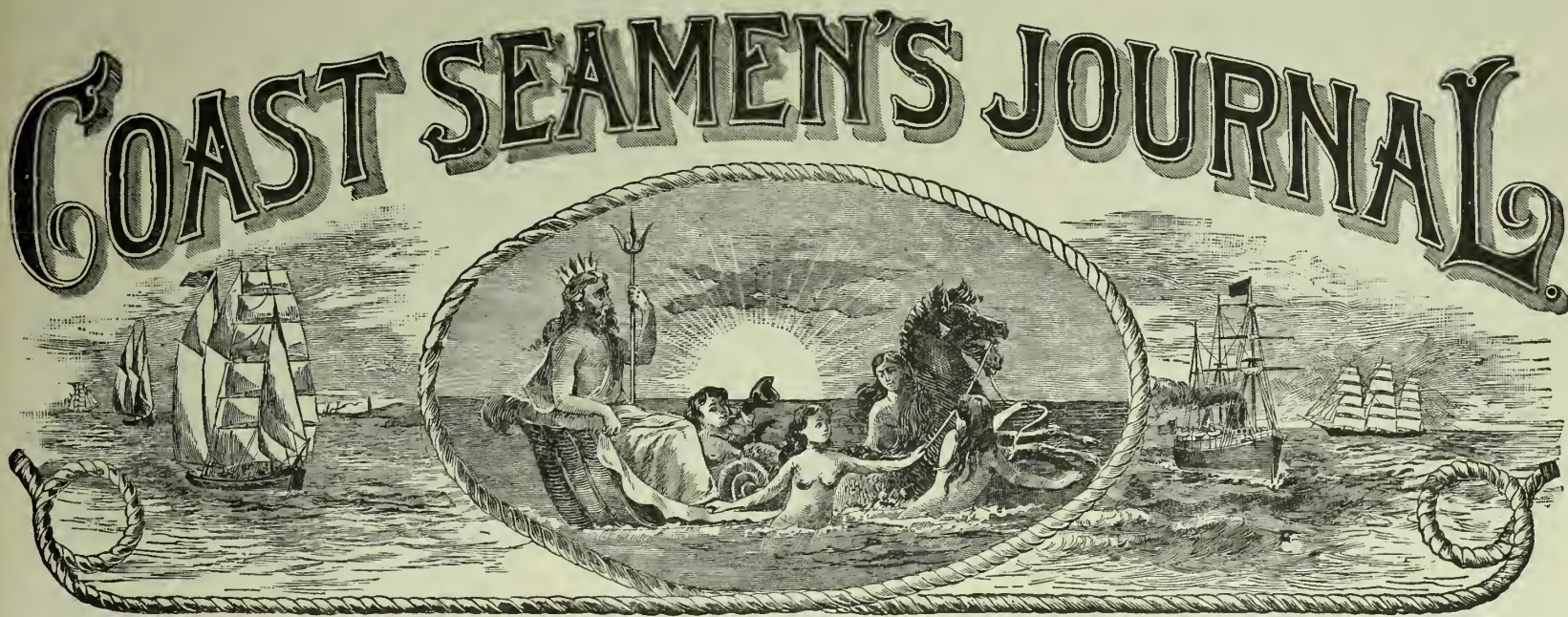
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

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Our Motto: Justice by Organization.

VOL. XXI, No. 51.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 9, 1908.

Whole No. 1081.

KEYNOTE OF LABOR DAY.

LABOR DAY, 1908, marks the twenty-sixth anniversary of the day set apart in honor of the source of all human life and progress.

Since that memorable day in September, 1882, when the Central Labor Union of New York City held the first formal celebration of Labor Day, thirty-six States of the Union have recognized that day as a legal holiday and other States and Territories recognize the day by proclamation. In 1894 Congress passed an Act making Labor Day a legal holiday in the District of Columbia. Practically, therefore, Labor Day is now recognized by law as well as by custom throughout the length and breadth of the land.

On each succeeding first Monday in September since 1882 the labor organizations have marched through the streets of city, town and hamlet, displaying the symbols of the arts and crafts and giving expression, by the united and orderly demeanor of their ranks, to the sense of dignity and solidarity which inspires the cause of labor.

The celebration of Labor Day has never been confined to mere outward display, to show of numbers or to the glorification of power. Of equal, and, if comparison must be made, of superior importance in the ceremonies of the occasion are the literary features. For a space, be it ever so brief, the tramp of the marching army has been stilled and the thoughts of the assembled hosts have been turned to the more serious business of the day, to the consideration of those great truths which underlie and determine the destiny of labor.

At this very moment the forces of organized labor, augmented by friends and the public at large, are gathered together in every locality of the country, actuated by a single purpose and with minds centered upon a single theme, to honor and advance the cause of labor.

Whether it be in some vaulted temple of the muses, in a tent, or in open air; whether the audience be large or small; whether the "speaker of the day" be an orator with power to weave a spell over his hearers, or merely an earnest man whose only power is that of truth and sincerity—whatever the particular circumstances of these Labor Day meetings, their purpose is everywhere and always the same. With heart and soul attuned to one song, the voice of labor, as in a mighty anthem, swells and rises to heaven, charging the whole world of thought with the dominating note of human progress, the struggle of labor for larger life, for liberty and equality, for greater productivity in the elements of social, intellectual and spiritual growth, as well as in the elements of material growth. The literary feature of the Labor Day celebration is an instance of intellectual union that is, if possible, more impressive and more potential than the demonstration of physical union made by the organizations in parade.

What a tale is this that is unfolded at these Labor Day meetings! Spread out before the mind's eye lies the chart of man's voyage through the ages. Here we note the point of departure in the "dim backward and abysm of time," when man first essayed the waters of fate; there,

we note the shoals upon which he first met shipwreck. And so, down to the present day, the record of that voyage is "bound in shallows and in miseries." But ever the water becomes clearer and ever the lee shore recedes. The terra incognita of yesterday is the discovery and possession of to-day. No record of exploration upon the waters of the earth can equal, in point of dangers braved and difficulties overcome, this log of the long cruise in search of human equality, a cruise that began with the first dawn of history and which shall never end until the good ship brings up in the haven of our hopes and the sun of our lives hangs eternally in the zenith.

The chief glory of Labor Day consists in the hope it holds out of ultimate success, or at least of continuous progress, in the struggle of the workers to achieve their rightful place in the world. If we may judge the future by the past, each succeeding Labor Day may be regarded as marking the entrance upon new conquests. Other days of equal, and it may be of greater importance in the eyes of the world, mark events the full potentiality of which has already been largely achieved. These days are therefore in their nature memorials of the past. Labor Day, on the other hand, marks not only the victories of the past but inspires the hope of the future. Labor Day is essentially an inspiration rather than a memory, a summons to the field rather than an invitation to the altar. On Labor Day we sound the reveille of a new day, not the taps of a day that is done.

The vital interest of Labor Day is assured if only by the fact that each year presents some new phase of the problem confronting the labor movement. Whether it be in some new step achieved or in some new danger arisen, the man who addresses the assembled workers and their friends is certain to find at his hand a theme with which to hold the attention or arouse the enthusiasm of his hearers. Labor Day, 1908, is no exception to this rule. On the contrary, the present occasion finds the labor movement of the country confronted by a situation the gravity of which can not be exaggerated. In a word, the labor movement of to-day has been attacked in a manner that threatens its practical annihilation. Considering all things, and particularly the manner and source of the attack in question, it is reasonably safe to say that never in its long history has the labor movement confronted a danger even approaching in its possibilities, and indeed probabilities, the menace that now threatens it.

From time immemorial the path of labor has been strewn with thorns rather than with roses. The forces of greed, of prejudice, of passion and of pride, all the historical opponents of labor in the industrial world, have attacked the labor movement in turn, and sometimes in united form. These attacks have been met and overcome, it may be with much loss and suffering, but nevertheless with the final result of strengthening the ranks of organized labor and advancing its cause. Opposition of this kind is natural and the field in which it is encountered is, comparatively speaking, a fair one. The progress made by organized labor is itself proof that this opposition need not be feared, that it is a stimulant rather than a menace to the growth of the labor movement.

To-day a new and unexpected form of opposition to labor manifests itself. The courts of the

land, those tribunals of justice in which, of all places, there should be least disposition to take sides against the workers, are now arrayed against the labor movement. From the highest court in the Nation the word has gone forth that the labor movement is a conspiracy and subject to penalties designed for its extermination as such. The sword of justice has been cast into the scale with the contentions of capital, and labor has been challenged to outweigh these forces with its simple plea for constitutional right.

We have said that the gravity of the situation thus presented can not be exaggerated. Never, since the right of labor to organize for its own protection was legally recognized, has a blow been struck that equals or even approaches in significance the decision of the United States Supreme Court in the Hatters case. And that decision is but one of many of similar import rendered by other courts. In effect, although, of course, not in so many words, and possibly not with such intention, these decisions override, supersede and abrogate the accepted legal doctrine of generations and throw the labor organizations back to the period of the Middle Ages. To-day, in every assemblage of the workers, a mighty protest is voiced against this attempt to establish an anachronism in modern society, a condition more dangerous to the peace and welfare of the people at large than to that of labor itself.

In every Labor Day meeting to-day the story of labor's travail and triumph will be recounted; the germ, the genesis and the growth of the labor movement will be traced; the golden thread that, running through the whole history of mankind, marks the progress of labor from savagery to slavery, from slavery to serfdom, from serfdom to freedom, will be picked up and followed through its devious windings for the pleasure and instruction of the assembled throngs. But above and beyond the story of the battles fought and won will rise the clarion call to that battle yet to be fought, a battle for the maintenance of those rights already achieved, a battle in which the cause of the whole people is inseparably linked with that of organized labor, a battle the results of which will determine for a long time to come the current of public life, whether that current shall be progressive or retrogressive.

The outcome of this new struggle upon which we are embarked can hardly be doubted. Given a full realization of the issues impending and a determination that these issues shall be settled favorably to the cause of human progress, the outcome is assured.

On this Labor Day we declare anew our faith in the power of organization as the only means whereby we may secure a fair and decent consideration of our demand for improvement in the terms of employment.

We declare that the right of organization must be maintained inviolate as including and embodying the right to do collectively that which may be done individually, since only by such right of action can the right of organization itself avail anything.

With all respect to the courts, the Congress and all other institutions of the Nation, we declare that the labor movement must not be outlawed, and we pledge ourselves to use every lawful means to prevent that condition.

The labor movement must be in the future, as in all the past, A FORWARD MOVEMENT!

GOMPERS STATES THE ISSUE.

(Continued from last week.)

Again and again officers of the National Civic Federation—whose council includes Andrew Carnegie, Cornelius N. Bliss, President Eliot of Harvard, Seth Low, Henry Phipps, August Belmont, Franklin McVeagh, Oscar Strauss, Archbishop Ireland, Bishop Potter and a tremendous array of millionaires, railway presidents, manufacturers, educators, and statesmen—have said that the substitution of voluntary trade agreements for the old system of wasteful, demoralizing strikes and lockouts is largely due to the power of organized workmen to strike and TO PERSUADE OTHERS TO STRIKE. This power, opposed to the employers' right to lockout and blacklist, is usually the only instrumentality through which organized labor can avoid constant reduction in wages or degrading conditions of work.

Mr. Gompers, in his black silk cap and alpaca jacket, sat at his desk awaiting any question that might be put to him. For hours he had repeated the tale of the slow, uphill fight of the labor unions to organize nationally on logical lines and secure recognition.

He described the bloody, costly strikes of the past, the rise and fall of the Knights of Labor; the formation of the American Federation of Labor, with trade autonomy among the separate unions; the advent of the Civic Federation; the new era of trade agreements and steady wage rates, as against the old conditions of strife and insecurity—and then he returned to the abuse of the writ of injunction and the blow struck at organized labor through the Supreme Court decision in the Danbury hatters' boycott.

"You say, Mr. Gompers, that the Supreme Court has taken from organized labor its one fair, effective means of fighting for higher wages and better conditions. Isn't it a fact that organized labor has been seeking for means to prevent a non-union workman from taking employment where it suits him?"

Mr. Gompers' fingers drummed on his knee. He pushed his spectacles up on his forehead and compressed his lips. The question seemed to please him.

"Even the great Supreme Court of the United States," he said slowly, "has fallen into the error of holding that agreements reached by organized workmen with their employers are evidence of conspiracy in restraint of trade. Think of it!—agreements made with employers to secure and maintain industrial peace for a given time, and voluntarily entered into by both sides. In our time every one regards it as both uneconomic and unwise for a large employer of labor to enter into agreements with every individual workman as to conditions of employment.

"No one can imagine for a moment that in modern industry, with great concentration of wealth, great industrial plants, constantly developing labor-saving machinery and with the division and sub-division of labor, where each man produces an almost infinitesimal part of the whole product, that such workmen can protect their interests or rights by individual effort.

"The idea that workmen lose their individuality when they join a union under such circumstances is absurd. The truth is that they lose their individuality the moment they enter a great modern industrial plant, and that they regain their economic importance by unity of effort.

"There is no denial on the part of organized labor of the right of any man to sell his labor to whom or for what he pleases. But if a non-union man has the right to work when and where and for what he pleases, the union workman has the right to do the same thing."

"But, Mr. Gompers, is not any method by which union workmen on strike seek to hold up to contempt non-union men who take their places, to terrorize them or make them objects of persecution in the community, is not that denying the freedom of action which organized labor seeks for itself?"

"The labor unions exercise their greatest efforts in attempting to bring the as yet unorganized within the pale of organization. This is equally true when strikes occur. The effort is to secure unity of action, making common cause of strike-breakers and strikers."

"Still, it is conceivable that a man might differ with you and not want to join the union or make common cause with you because of a principle he might hold."

It was interesting to observe the sudden uplift of Mr. Gompers' head at this moment. He had evidently heard that suggestion before.

"That is not a matter of fact; there are none out of the unions as a matter of principle," he said with some sharpness. "They may be outside through ignorance, short-sightedness, greed or immediate necessity, but not as a matter of principle. All workers realize that in unions the best interests of labor are conserved."

"But, Mr. Gompers,"—the question had to be pressed again—"assuming that a workman denies that?"

"We do not deny him his lawful right to pursue the course he chooses, but we try to persuade him by every lawful and moral means to act with us. Beyond question there is considerable feeling when strike-breakers refuse to agree to such common concerted action. It is true that in exciting industrial troubles individuals sometimes assault each other, but that would be true

of any other conflict equally exciting, especially when a man's bread depended on it. However, this is no part of the plan of organized labor, and no man has the right to make such a charge in view of our repeated denials and in the face of the fact that the two million workmen in our organizations hold their meetings openly and proclaim their plans and methods day by day all the year around.

"This is one of the most cowardly weapons used by the enemies of organized labor to discredit men who are loyal, law-supporting, useful citizens, but who feel that they have the right the business man has to fight for his pocket, his peace and his prosperity."

The hazel eyes snapped brightly, there was color in the strong face, the hands were clenched; Mr. Gompers' voice rose to a higher pitch.

"Out of my fifty-eight years of life I have been associated with the organized labor movement for more than forty-three years; and covering all of this period, including my twenty-six years as president of the American Federation of Labor, I have never known any man connected with the affiliated organizations who has not used his best efforts to discountenance and denounce rioting or any attack upon the person or upon property, or who has not insisted to the utmost of his power that a trade dispute, whether a strike or a lockout, should be conducted within the law.

"If in some of the most exciting struggles individuals within the unions have counseled violence—hot-heads and dreamers—they have never been able to secure any real support.

"The sentiment of organized labor, in and out of its councils, has always been overwhelmingly against violations of law. In addition to the law-abiding character of the men in the labor movement, we realize that attacks upon property and persons result injuriously upon the very contest in which the men are engaged, for public opinion is shocked by unlawful conduct, and the sympathy, which it often gives the men and women engaged in a contest against deterioration or for improvements, is withdrawn, and, where sympathy obtained before, hostility follows.

"I can not refrain from calling attention to the fact that the detective agencies, of which the Pinkertons is the most conspicuous, employ the largest number of their agents in industry; that, is, they have their agents to provoke contests and, when contests arise, counsel the most violent action with a view of bringing the workers engaged in the contest into disrepute."

"Now, Mr. Gompers, what is the exact, particular point involved in the present situation, the decision of the Supreme Court and the denial of relief by Congress?"

"Though the Supreme Court has not decided that strikes are illegal, yet the logical conclusion of the reasoning of the court makes strikes to reach agreements with employers unlawful under the Sherman Anti-Trust law."

"For instance?"

"For instance, any agreement made with employers, say for a reduction in the hours of labor, may be construed to be in restraint of trade. The common idea, though erroneous, is that a reduction in the hours of labor involves a lessening in production, and there is little difficulty in leading up to the construction that this is a restraint of trade."

"How does that affect strikes?"

"A strike to secure a reduction in the hours of labor, say the establishment of an eight-hour day where nine hours prevailed before."

"Do you sincerely think that would ever be held by the court?"

"I am not so sure that it will; but I want to call your attention to the fact that the highest court in the State of Massachusetts has held that certain strikes are illegal; that is, where the workmen engaged in a strike are those not primarily interested in the change of conditions of employment."

"That is to say, the sympathetic strike?"

"Yes, sir."

"How far do you think a sympathetic strike ought to go?"

"That is difficult to answer, except to say that we have by our movement endeavored to limit strikes to primary causes by primary agencies; but the question of the lawful right to strike is involved, for, if the strike in itself is lawful, it is not necessary for any one to give any reason for striking. If men have the lawful right to strike, they have the right to strike for any reason. No man has any property right in the labor of the workman. He has the right to exercise his labor-power or he has the right to withhold it. That is the distinction between the free workman and the slave. And if he has the lawful right to strike for an increase in wages, that is, to stop work, he has the right to stop work to help his fellow in securing increased wages, or to prevent or check reductions in wages."

"Is not the real object of labor to secure the right of the secondary boycott, that is the boycott to break down a man who is not a party to the dispute in order to coerce a party to the dispute?"

"The secondary boycott is on the same plane as the sympathetic strike, and we endeavor to limit and circumscribe it as much as possible; but in that also is involved the question of lawful, personal rights, individual liberty to boycott, as we understand it."

"No man has a property right in the patronage of any man. If no one has a positive right in

the patronage of a man, he may bestow it or he may withhold it, or he may bestow it upon another; and this is true whether it be a secondary party or the primary party.

"The secondary party has no vested right in the patronage of the people. The people have the right, therefore, to bestow upon him or withhold from him their patronage; and this for any reason or for no reason at all. The term 'threat' has been exaggerated out of all proportion to its real meaning. No man has the right to threaten to do an unlawful thing, but any one has the right to threaten to do the thing that he has the right to do."

"That is the very point, Mr. Gompers—whether it is lawful or not. But you have been speaking only about individuals withholding their patronage. How about a collective body of men acting upon an agreement with a definite purpose in that agreement to break down a man who is not a party to the strike—to ruin him?"

"We hold that what one man may lawfully do, two or more persons may lawfully do and by agreement. The very essence of the British Trades Dispute Act, to which I call your attention, passed by the British Parliament in December, 1906, eliminated by statute the decision of the Law Lords in the Taff-Vale case and made it lawful for two or more persons to do the very thing which is denied by the present law, under the interpretation of the Sherman Anti-Trust law, by the Supreme Court of the United States.

"If labor organizations can not in an orderly and open manner carry on their normal activities for the purpose of bringing all the power of organized effort among the workers upon employers or upon business men, then there is really no cause for the existence of organized labor, the incentive to workers to join or maintain unions is dispelled, and American workmen must, of necessity, then find some other means to protect their rights and interests. What we are aiming to do in the immediate future, perhaps in the present campaign, is to secure, by political effort, the right to our economic organization and its natural and normal activities."

"Then how do you distinguish such a policy from that of the socialist agitators, who desire to convert the workmen, as such, into a distinct political party?"

"Experience in the United States has demonstrated the inadequacy of class parties. The American Federation of Labor is not a partisan organization. Its constitution provides that 'Party politics, whether they be Democratic, Republican, Socialistic, Populistic, Prohibition or any other, shall have no place in the conventions of the American Federation of Labor.' As we enter into the political campaign we shall not do so as partisans, but because as wage-earners we have been shorn of rights and personal liberties to which we were entitled before the decisions of the courts were made.

"Then, again, there is the perversion of the beneficial writ of injunction from its original and beneficial purpose. The writ of injunction was intended to protect property and property rights, never to interfere with personal rights, personal freedom. The writ of injunction should never be resorted to in labor disputes when its use would not be tolerated if a labor dispute did not exist.

"What organized labor asked at the hands of Congress was not immunity from law, but a demand for the fulfillment of the Constitutional guaranty of equality before the law with all other citizens. It was a protest against class distinctions. The Socialists have organized a political party, a class party, to overcome and conquer what they are pleased to call capitalistic government. It is repugnant to the very ideals of American equality before the law. The organized labor movement of America enters into the political campaign to secure equality before the law in all respects, to co-operate with the most enlightened and important elements of all our people, to bring about continued material improvement in the conditions of the workers, to make each succeeding day a brighter one in the annals of our national development, to insist that the theory and basic principles of our Republic are sacred.

"The aims and purposes of our labor movement have often been stated before, but will bear brief restatement at this time, when the attempt is being made in many directions to so cripple the activities of the unions that they may be shorn of their usefulness.

"Our unions aim to improve the standard of life, to uproot ignorance, and to foster education; to instill character, manhood, and independent spirit among our people; to bring about a recognition of the interdependence of man upon his fellow man. We aim to establish a normal workday, to take the children from the factory and workshop and give them the opportunity of the school, the home and the playground. In a word, our unions strive to lighten toil, educate their members, make their homes more cheerful and in every way contribute an earnest effort toward making life the better worth living. To achieve these praiseworthy ends we believe that all honorable and lawful means are both justifiable and commendable and should receive the sympathetic support of every right-thinking American.

"If the workers are to be deprived of their opportunities for self-improvement and independence, if they are to be held at the will of the employer—and, if this Supreme Court decision is

(Continued on Page 11.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

NAVAL WIRELESS TELEGRAPHY.

There has just been installed on the new Admiralty buildings in London a set of wireless telegraphy apparatus, and the innovation is causing more than a little misgiving among naval officers afloat.

So far as it will facilitate the interchange of information and the sending of important news, the erection of the station is welcomed, but there is a strong fear that advantage will be taken of it to interfere with the independent action of fleet commanders in the event of war. Even in the days of sailing ships this interference was a source of much confusion and ill-feeling, and then, of course, orders from London had to be sent by the slow process of a dispatch vessel. The temptation will be much greater with a wireless apparatus close at hand.

The danger, too, is especially great today, when practically the whole administration of the navy has been put into the hands of one man, to whom the temptation afforded by the Marconi apparatus to take over the direction of warlike operations from an armchair in Whitehall would probably be too strong to be resisted.

An Express representative has succeeded in obtaining the views of two officers holding fleet commands. They are both emphatic in condemning it.

"The officer who is placed in command of a war fleet for war purposes," writes one, "should be left to execute his commission to 'sink, burn, or destroy,' according to his own lights. He must necessarily be better able to appreciate all the conditions than a man in London, who, however great his ability, sinks, from his very position, to the status of an armchair critic. Personally, if the nation saw fit to intrust me with the command of its fleet in war I should keep my receivers open to all information and closed to all advice and orders. Wireless telegraphy makes the use of Nelson's famous 'blind eye' of Copenhagen a very simple matter."

"The paramount necessity in the next naval war will be rapidity of thought and of execution," adds the other officer. "It is the same now as it was a hundred years ago. No British Admiral can do wrong if he finds the enemy and fights him, and the only excuse for interference from London would be the communication of information which would help him to that end."—London Express.

THROWING OUT THE LIFE LINE.

Recent experiments at Liverpool of life-saving apparatus have attracted the attention of shipping men. They were conducted by a committee appointed by the British Government for the purpose of drafting a report upon the question of compelling British ships to carry life line-throwing apparatus. The most important experiments are described by Consul John L. Griffiths, of Liverpool, in this way:

"The apparatus submitted comprises kites, buoys and different styles of guns and rockets. The first tests were those of West's drift buoys, which were followed by the much-improved Regurk box kite. It was the

opinion of those who witnessed the experiments that the kite is a successful invention and will be serviceable when the wind is blowing on a lee shore. One of the most interesting of the tests was made with a balloon constructed of gold beaters' skins in two weights. It carried a line for 1,500 yards. The principal tests, however, were made with rockets, cannon and shoulder guns, which have been carried to a high state of perfection. Much interest was shown in the results of these tests, both by the committee and the nautical experts.

"The cannon threw a line a distance of 310 fathoms, which indicates the standard of efficiency to which it has been brought. A projectile is inserted in the cannon and the cannon is fired by means of a friction tube, which propels the projectile a certain distance, and from that point a rocket is discharged which carries the line to its destination. The gun is portable and is easily handled. Another interesting feature is that during the daytime the smoke indicates the direction in which the line is carried, while at night the fire of the rocket notes the direction. For shore use this gun can be placed on a small hand barrow, and as there are no elaborate accessories it can be readily worked by any person of ordinary intelligence. This gun is said to be the most satisfactory apparatus for heavy work, for example from the deck of large liners.

"Two shoulder guns impressed the experts present as the most satisfactory of those produced. They are light, easily handled and may be fired from any position by a man or boy. The more powerful of the two guns carried a line 345 feet and the other 342 feet."

OIL FUEL FOR SHIPS.

The utilization of petroleum for ship propulsion is receiving serious attention from all maritime nations. It is recognized by ship-owners here and abroad that the advantages of oil fuel are economy of space, absence of soot and cinders, elimination in the loss of time consumed in burning down and cleaning fires when coal is used, the ease with which the oil can be bunkered and the quickness with which a full head of steam can be generated.

From Liverpool recently word was received that the British Admiralty had decided to establish oil storage tanks in various parts of the United Kingdom to insure convenient sources of supply. Birkenhead, directly opposite Liverpool, has been selected as one of the supply centers. While original experiments conducted by the British Admiralty were not at first satisfactory, subsequent experiments have been of such a character as to reverse the original judgment until now the Admiralty has decided to extend its use as rapidly as possible.

It is declared that through the use of oil the number of men now required to do the stoking and trimming would be reduced by two-thirds, as the moving and stoking of the oil is automatically accomplished by steam pumps and pipes, instead of by stokers and trimmers, as in the case of coal.

While it is difficult, with coal fires, to maintain sufficient steam at full speed, it has been demonstrated that with oil fuel this difficulty

would be overcome and that when the speed is reduced the boilers are under such perfect control that the safety valves do not lift. The oil, it is said, could be stored in the double bottom, now taken up by water ballast. The evaporative value of oil is much greater than that of coal, as it is said that while 45 cubic feet of bunker space is required for a ton of coal, only 38 cubic feet is needed for a ton of oil. This saving of space to the great ocean-going steamships would be of immense value in affording additional room for cargo purposes and the accommodation of passengers.

A TALL BERG.

It was only a tip of an iceberg that showed above a low-lying fog of extraordinary thickness off the Grand Banks two score feet away that prevented the Danish steamer *Arkansas* from crashing head-on and receiving possibly fatal damage. Captain Petersen was on the bridge where he had been for over two days without a rest, when almost dead ahead, a trifle to port, the fog lowered itself instead of lifting. The glistening steeple of ice told the story, and the captain gave one swift order that saved the day. As the big, deep-laden vessel rushed by, all hands aboard breathed a sigh of thankfulness at their escape. They agreed, one and all, that it was the closest call of years.

The fog was so thick that you could pick it up by the handful, and though the fo'castle head was invisible from the bridge, the berg was near enough to be measured with the eye in its full length. Captain Petersen said that he had never seen such fogs, and it is the skipper's view that, late as it is, the steamer track is well filled with floating bergs. He declared the fog could scarcely be explained on any other basis.

When the big Danish steamer dropped anchor at Boston lightship there ended the most nerve-racking voyage in the experience of many of the officers. There was no let-up in the anxiety, and it was said that enough steam was lost through the constant tooting of the siren to carry the vessel almost half way across the ocean again without using a pound of fuel.

RETURN OF THE SAILING SHIP.

The assertion has been made that within the past five years sailing vessels have come into vogue again, after having been practically banished from the ocean for many years by the quicker and in many respects more easily controllable steamships. It is claimed that for long distances, when time of delivery is of no particular consequence, heavy cargoes can be transported much cheaper by sail than by steam. In confirmation of this statement, during the latter part of April two sailing vessels—four-masted barks, each of 2500 registered tons—left Rotterdam for San Francisco, each carrying a cargo of 2,000 tons of German cokes and 500 tons of clifstone and cement. One more bark left the same port in May, and two others are chartered for San Francisco, all for the purpose of carrying cokes, clifstone and cement.—Harper's Weekly.

Demand the union label on all products.

World's Workers.

Telephone girls in Paris, France, are striking against the appointment of superintendents of their own sex over them.

During the past half-year the Brisbane (Australia) branch of the Federated Butchers' Union has increased its membership by 273.

It is believed that not one of the 70 miners who were entombed by an explosion on August 18 in the Maypole (Eng.) coal mine has survived.

Young Brothers, a firm of Australian sugargrowers, have devised an ironclad agreement under which men can be paid as low as 4½d. per hour.

A deputation from the Brisbane (Australia) Ironworkers Assistants' Union has been appointed to wait on various employers with a view of obtaining an increase in wages.

The Brisbane (Australia) Boot-makers' Union is at present busy formulating the claims of its members for presentation to a Wages Board, at as early a date as possible.

New Zealand waterside workers are to be directly represented at the next conference in Sydney of the Australian Waterside Workers' Federation. The waterside men are out to remove geographical boundaries, as well as sectionalism in unionism.

Mr. T. H. Wells of Farnborough, Australia, who has been paying his permanent hands 25s a week and casual laborers 6s per day, has expressed to Secretary Hall, of the Bundaberg Sugar Workers' Union, his approval of the minimum wage as fixed by the Minister for Customs.

The Lancashire (Eng.) Federation of Cotton Spinners has decided to reduce the wages of operators 5 per cent. Notice to this effect will at once be given to the operators, 200,000 of whom are affected. If the spinning operators are locked out the weavers also will be compelled to cease work.

At a recent meeting of the Melbourne (Australia) Trades Hall Council a resolution was carried directing the attention of the Chief Secretary to the fact that a charitable institution, subsidized by the Government, was sending out gardeners to work at suburban residences at the rate of 3s. a day.

As an evidence that child slavery exists in Australia, school inspector A. Smith, of Bega, N. S. W., in his report to the Education Department, says: "Pupils frequently come to school exhausted. The amount of child work on these dairy farms is appalling. Children of tender years are often up before daylight, tending cows, feeding calves and pigs, cleaning up manure, and when breakfast is over—about 9 or 9:30—they have often a long walk to school, where, fagged and sleepy they are physically unfit to receive instruction."

In the Sydney (Australia) Arbitration Court recently the Pressers' Union was awarded the following rates of wages for its members: Optional with employers paying wages at time rate or at piecework rate. If by time minimum rate to be not less than £2 10s. per week; if by piecework not less than rates in log set out at end of award, which has to be posted in the pressing department of every factory. Overwork, to commence after the usual knocking-off time, to be time and a-quarter for time workers and 25 per cent increase on piecework rates.

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F. Lange, a member of the Sailors' Union of the Pacific, No. 1329, is inquired for. Address, Coast Seamen's Journal.

Hugh Magee, supposed to be sailing on the Pacific Coast, is inquired for by his brother, Michael Magee, 19 Lee avenue, Brooklyn, N. Y.

Theodore Hansen, a native of Germany, last heard of two years ago at San Francisco, is inquired for. Address, Coast Seamen's Journal.

Gustaf Gilbert, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

George Bourgeois is inquired for by Ed. M. Bourgeois, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Hans A. Erickson, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Erickson, Box 155, North Chicago, Ill.

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INFORMATION WANTED.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

Pacific Coast Marine.

The ship Alexander Gibson, the first of the returning salmon fleet to arrive, reached San Francisco on August 30 from Bristol Bay, Alaska.

Charles Ellefsen was recorded at the San Francisco Custom-house on September 2 as master of the steamer Brunswick, vice W. F. Higgins.

The following vessels were enrolled at the San Francisco Custom-house on September 3: Steamer Thistle, Sander Pedersen, master; schooner Shasta, Frederick Klesoro, master; schooner Mono, M. Meyers, master.

The following vessels were enrolled at the Custom-house on September 4: Steamer Daisy Mitchell, Matt C. Johnson, master; steamer Norwood, John D. Martin, master; schooner Annie M. Campbell, N. Nelson, master.

The following changes of masters were recorded at the San Francisco Custom-house on September 4: Steamer Hanford, O. C. Hansen, vice R. W. Bowdich; schooner Anastasia, Jack Isaksen, vice Magnus Matteson.

The following vessels were enrolled at the San Francisco Custom-house on August 31: Schooner Margaret C., Robert Swanstean master; schooner Eva, J. J. Schildrop master; schooner William H. Smith, F. Hansen master.

The following changes of masters were recorded at the San Francisco Custom-house on August 31: Schooner Modoc, Adolph Fricberg, vice Henry Garland; schooner Carrier Dove, Oscar Andersen, vice Andrew Torgensen.

Work on the steamer Corona, ashore on Humboldt bar, is progressing favorably, but according to statements made by those in charge of the wrecking work it is impossible to tell just when a final effort will be made to float the stranded vessel.

The following vessels were enrolled at the San Francisco Custom-house on September 2: Steamer J. J. Leggie, Charles E. Reiner master; steamer Olson and Mahoney, H. T. Payne master; schooner Colonel Baker, N. J. Schon master; schooner Georgia Woods, Fred Wahl master; schooner Harry L. Dreyersdorff.

The following changes were recorded at the San Francisco Custom-house on September 3: Steamer James H. Higgins, W. F. Higgins, vice James F. Higgins; steamer Alert, Edward Johnson, vice John G. Trapp; schooner Annie Maria, Henry Garland, vice A. P. Anderson; steamer Newark, T. R. Johansen, vice Svante Eugdalt.

Sixty-seven days from Newcastle, N. S. W., the American four-masted schooner Samar, Captain Marcus Imsen, arrived at San Francisco on August 30. She brought a cargo of 1050 tons of coal. The passage of the Samar was without incident, and she was favored with good winds, broken by occasional calms after leaving the latitude of Honolulu.

An arrival of great interest to seafaring men was the six-masted barkentine Everett G. Griggs, Captain Delano, flying the British flag, which reached San Francisco on September 4. The Griggs was ninety days from Newcastle, N. S. W., and brought a cargo of 3845 tons of coal. The Griggs was formerly the British bark Lord Wolsley.

With everything carried away but the lower masts, and the crew suffering from hunger, thirst and other hardships, the Chilean bark Eaton Hall, Captain McLean, was picked up off Maria Theresa Reef and towed to Tahiti, according to advices brought by the Oceanic Steamship Company's steamer Mariposa, Captain Hayward, at San Francisco on September 3 from the South Seas.

With the arrival of the British steamer Lord Sefton of the Australian Mail line at Auckland, N. Z., on August 30, the fears for the safety of the steamer Aeon of the same fleet have increased. The Lord Sefton left San Francisco nearly a month after the Aeon, and, although her course was the same as that which the Aeon should have taken, she reported no tidings of her upon arriving at Auckland.

The barge Enoch Talbot has been sold to the Washington Fish Company, of Seattle. The vessel, which was formerly the famous bark of the same name, has been in the possession of the Alaska-American Fish Company until she went into the hands of a receiver lately. The price reported to have been paid is \$5500 for the barge. A quantity of fish in her hold and the launch Bonnie C. go with her.

The new steam-schooner Majestic arrived at San Francisco, on August 25 in tow of the steamer J. B. Stetson. The Majestic carried 1,200,000 feet of lumber. She was built at Raymond, Wash., by John W. Dickie & Son, for Ira J. Harmon. The Majestic will be the first steam-schooner on the Coast to be equipped with wireless. She will also use oil instead of coal as fuel. The Majestic will be engaged immediately by the Main Street Iron Works.

Investigation was begun at San Francisco on September 2 by the local Board of Steamboat Inspectors into the stranding of the steamer Aberdeen on Humboldt bar on August 17. Captain Ole Hansen, the master, testified that he was unable to pick up the red spar buoy on the south jetty and that he has since learned that it had drifted out of position. Hansen started to turn

his ship and head for sea until such time as he could determine his position. Just then the Aberdeen stranded on the bar.

Plans for the building of a 9000-ton steamship, capable of eighteen knots an hour, to be put on the run between San Francisco and Honolulu for passengers and freight, are said to be rapidly maturing. The vessel will be owned jointly by the Inter-island Steam Navigation Company, the Matson Navigation Company and Alexander & Baldwin. When she is built and put on the run between Honolulu and the Coast, the Matson steamships Hilonian and Lurline will be put in the trade between Kahului and San Francisco, carrying the sugar that is now carried by the steamships of the American Hawaiian line.

A dispatch received at San Francisco on August 20 stated that the schooner Eva, which arrived at Eureka on that day, spoke the schooner A. J. West and supplied her with provisions. The Eva was bound from Guaymas for Eureka. On August 11 in latitude 43 degrees north, longitude 140 degrees west, Captain Rasmussen spoke the A. J. West, which was out fifty-two days from Santa Rosalia bound for Gray's Harbor. The West was flying distress signals and the crew of the Eva putting off in a boat found that the distressed schooner was without provisions. The Eva supplied the West with as much provisions as she could spare and saw the schooner safely on her voyage.

The codfish caught this season in Behring Sea are the largest ever seen in those waters, according to the codfishing schooner Otille Fjord, which arrived at San Francisco on September 3. According to the captain of the schooner his vessel was eighteen inches deeper than ever before because of the size of the fish, although the catch amounted to but 125,000. When the Otille Fjord left Behring Sea, on August 3, she saw the schooner Stanley, the barkentine Fremont and the bark Harriet G., which were running short of provisions. These vessels are supposed to be on their way down now. The Fremont had a catch of 170,000 and the Harriet G. 90,000 codfish. On May 15, in Dublin Bay, a dory from the Fremont capsized and two men were drowned.

The codfishing schooner Otille Fjord, which returned to San Francisco on September 4 from the North, brought news of the drowning of two members of the crew of the barkentine Fremont in June. The Fremont at the time the Otille Fjord left the northern waters was short of provisions, and while she had a fairly good catch, the cruise was one of continual hardship. The Fremont sailed from San Francisco on March 21 on a codfishing cruise. At the time of the drowning of the two men the Fremont was lying in Behring Sea, north of the Aleutian Islands, not far from False Pass. The two men, whose names are unknown, were fishing in a dory not far from the barkentine, when a gale suddenly sprang up from the south and carried them out in the icy vastness. Later the dory was found bottom up, and its occupants were given up as drowned.

Following is the reinsurance list, as posted at San Francisco on September 4: Bark Ester, 274 days from Amsterdam for Macassar, 90 per cent; bark Carredd Llewellyn, 198 days from Caleta Buena for Falmouth, 90 per cent; ship Toxteth, 187 days from Port Talbot, 75 per cent; ship Siam, 174 days from Adelaide for Falmouth, 8 per cent; ship Aeon, 61 days from San Francisco for Auckland, 50 per cent; bark Saxon, 133 days from London for Newcastle, New South Wales, 8 per cent; steamer British Monarch, 71 days from St. Lucia for Auckland, 10 per cent; steamer Baron Minto, 72 days from St. Lucia for Auckland, 10 per cent; ship Mabel Rickmers, 112 days from Yokohama for Bangkok, 65 per cent; ship Almendral, 105 days from Tyne for Valparaiso, 10 per cent; bark Hong-omonk, 58 days from Coquimbo for Tocopilla, 30 per cent; bark Alice, 106 days from New Caledonia for Havre, 15 per cent; ship Antigua, 127 days from New Caledonia for Rotterdam, 15 per cent; bark La Barche, 114 days from New Caledonia for Glasgow, 15 per cent; bark Belen, 145 days from Eureka for United Kingdom, 8 per cent; bark Howard D. Troop, 144 days from Tacoma for United Kingdom, 8 per cent.

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(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
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WEDNESDAY, SEPTEMBER 9, 1908.

TAFT BEGS THE QUESTION.

Mr. Taft, in an address at Athens, O., on August 29, repeated his statement of the "rights of labor," which statement has become the refrain, as it were, of the candidate's appeal to the voters. The man who hears these "rights" expounded from the stump, or who reads of them in the press reports of Mr. Taft's speeches, is apt to be misled by the apparent liberality of that gentleman's position. A brief study of Mr. Taft's statement shows that, after all, it is but a statement of abstract right; a recognition of the rights to do certain things, coupled with a denial of the right to do those things that are necessary to give force and effect to the abstract right. Mr. Taft recognizes the right of labor to organize, but denies the right of labor to exercise the power of organization.

The Republican candidate for the Presidency of the United States does not leave his denial of the "rights of labor" entirely to inference. On the contrary, he states his position in this respect in language the meaning of which can hardly be mistaken. In his recent address at Athens, Mr. Taft said:

But they have not the right to injure their employer's property, they have not the right by what is called a "secondary boycott" to invite a third person into the controversy who wishes to keep out, by threatening a boycott with him unless he assists them in the fight. This fight between the employer and the employe or the united employes, they must fight out between themselves, and they must not involve the rest of the community in it by a system of duress. This law I believe, is a fair law, and being a fair law, when I was on the bench I attempted to enforce it.

In saying that "they (the workers) have not the right to injure their employer's property," Mr. Taft clearly begs the question; that is, he assumes a desire upon the part of labor to do a thing which it really has no wish to do, a thing which it insistently disclaims any wish to do. If Mr. Taft could be persuaded to define the term "employer's property" it would be found that he means "employer's business;" consequently, when he denies the right to injure the employer's property, he means to deny the right to injure the employer's business by

appealing to the public to withhold its patronage from said business. The patronage of the public, being entirely dependent upon public goodwill, may be given or withheld at the public pleasure. The right to advocate the withholding of patronage (the right to boycott) is every bit as clear as the right to advocate the bestowal of patronage, since both rights are equally matters of public will, as distinguished from matters of private property. The right of the "secondary boycott" is equally clear. The attempt to draw a distinction, on the ground of right, between the so-called "primary boycott" and the "secondary boycott" is pettifoggery, pure and simple. Whether or not the "secondary boycott" shall be instituted is a question to be determined upon grounds of policy, there is no question as to the right to adopt that course.

Mr. Taft's suggestion that the fight between the employer and the employes must be fought out "between themselves" is of itself a blunt denial of the right of labor to organize. One of the main purposes of organized labor is to make an effective appeal to public opinion and thereby secure public support. To the extent that organized labor is debarred from "involving the rest of the community," the right of labor to organize becomes a mere mockery of right. Mr. Taft knows very well that the "rights of labor," as defined and implied by himself, means merely the restriction of organized labor to a sphere of inactivity and ultimate destruction.

ANOTHER "STRAW MAN."

It seems to be the set policy of the pro-Injunctionists in the present campaign to misrepresent the position of organized labor, as the only means of securing any ground upon which to base an argument against the position taken by the latter. Of course, the Anti-Injunction plank in the Democratic platform is the main object of attack. It is claimed, among other things, that that plank is particularly defective, not to say obnoxious, in respect to its demand for a jury trial in contempt cases. Mr. Taft, the Republican nominee for the Presidency, states the position of his party in the following words:

And now, gentlemen, the final question is whether we shall have a jury trial in contempt proceedings. I say no, because we never have had a jury trial in such proceedings since the foundation of English and American jurisprudence, because if you introduced a jury trial between the enforcement of a court's order and the turning over to the man of what he is entitled to under that order you only make another step in the delay of the court that denies justice.

A glance at the Democratic plank on the subject shows that the objection raised by Mr. Taft is a purely imaginary one, evolved for purely campaign purposes. The Democratic plank reads in part as follows:

Experience has proven the necessity of a modification of the present law relating to injunctions, and we reiterate the pledge of our National platforms of 1896 and 1904 in favor of the measure which passed the United States Senate in 1896, but which a Republican Congress has ever since refused to enact, relating to contempts in Federal courts and PROVIDING FOR TRIAL BY JURY IN CASE OF INDIRECT CONTEMPT.

Thus it will be seen that the fear of "introducing a jury trial between the enforcement of a court's order and the turning over to a man of what he is entitled to under that order" is entirely groundless. What the Democratic plank really stands for is the introduction of a jury trial in cases of IN-

DIRECT CONTEMPT; that is, contempt committed outside the court and in a connection involving a question of law rather than of equity. In a word, it is proposed that persons charged with any of the numerous crimes usually named in a labor injunction shall be accorded the right of trial by jury, precisely as in the case of similar charges made without reference to injunctions.

The contention that organized labor seeks to obstruct the courts by insisting upon trial by jury in cases of contempt committed in presence of the court is a "straw man," set up for the purpose of being knocked down. It is strongly suggestive of the weakness of the pro-Injunctionists' case that they are compelled to resort to such tactics to bolster up their cause. The position taken by organized labor on the subject of "Government by Injunction" is sound, both as a matter of law and as a matter of morals. The only chance of defeating the demands of labor upon that subject lies in misrepresentation and deliberate falsehood. Evidently the pro-Injunctionists are determined to miss no chance by a display of squeamishness in the use of these methods.

The San Francisco Labor Council, at its meeting on September 4, contributed \$100 to the campaign fund of the American Federation of Labor. Reports from Washington indicate that the unions affiliated with the Federation, and the individual members thereof, are responding generously to the appeal recently issued by that body for financial assistance in carrying on the educational campaign in the interest of the labor measures now before the country. These reports are gratifying, of course; but they should not be taken as absolving the reader from doing his or her share. It should be borne in mind that there is practically no limit to the needs of the occasion. The results of the campaign will be proportioned to the response accorded by the membership at large of the labor movement to the Federation's appeal for financial assistance.

The September issue of the American Federationist, official publication of the American Federation of Labor, contains a great deal of matter bearing upon the issues of the present political campaign. Many men prominent in the labor movement of the country have contributed articles upon the Injunction and kindred subjects. Samuel Gompers, President of the American Federation of Labor and Editor of the Federationist, presents his views in a number of strongly-written editorials. The entire number is interesting to all who are connected directly or indirectly with the labor movement. Every member of organized labor should secure a copy and, after reading it, pass it to his neighbor.

The union label is the only guarantee of fair conditions in the manufacture of a given product. Demand the union label when making purchases.

Do your shopping before 6 p. m. on week days and before 10 p. m. on Saturdays and the evenings preceding holidays.

For fair products read the JOURNAL's advertising columns.

Demand the union label on all purchases!

FURUSETH IN ITALY.

As one travels southward in Italy the people become darker, the sun becomes hotter, and the land assumes the appearance of Southern California or Arizona. I came to Rome for two reasons, first, because I found myself near the city and wished to see it; secondly, because I had hopes of finding some one connected with the commission which is revising the Italian maritime law.

So much of this magnificent old slave-pen as may be seen in one day and a half I have seen, but there is nobody at Rome now, and the things I could learn about the people who work are already known. Of course, I am not sorry I came; I should have regretted if I could not have come. To be here and actually see the things that ordinarily we only read about is indeed a privilege.

The seamen of Italy are under the "Code Napoleon," which imposes imprisonment for quitting work in violation of contract, in Italy for six months, in foreign countries for twelve months. I am informed that the courts are very loath to inflict the penalty of imprisonment and usually find some reason to withhold it or else reduce it to a few days. The penalty exists, however, "in terrorem." Thus the seaman's status is settled. An average of 25 per cent of seamen desert their vessels, either at home or abroad, every year. I am told that the seamen are the only class that may be sent to prison for refusing to continue to labor in or for any private establishment.

The railroads are run by the Government, and the men employed on them are mostly old soldiers—that is, soldiers in the "Reserve," and if they strike they are simply called in as soldiers, and as such they must do the work which as civilians they had quit. There are a few civilians employed, and the latter may quit, either singly or in combination, but by so doing they lose their claim to a pension.

Of course wages here are low, very low. The workers have had freedom to strike for a long time, but since they have failed to use that freedom effectually wages have not been influenced very much. Seamen's wages are about the same as they were twenty-five years ago, while the wages of other workers, in northern Italy especially, have increased in the same period as much as one hundred per cent.

The seamen had a strike about two years ago. They call it a strike, but, of course, it was not, but was merely a case of the unemployed refusing to go to work. They lost, and, of course, paid the penalty for losing. However, the seamen are now organizing, and will no doubt try it again later on. They have—that is, some of them have—some hope of getting more freedom and with it more improvement in every way.

Here in Trieste, Austria, I find considerable organization among the workers. They have a Labor Temple, where they all meet. In it they have a co-operative store and library, the latter quite large and decorated with busts and pictures.

There seem, however, to be two factions in the movement, one more, the other less, on the German plan. Among the statues in the library is Brutus; among the pictures, Tolstoi, Garibaldi, Lasalle, Marx, Engels and Ibsen. On the library tables are magazines and weeklies in several languages, even in English, although there is little of the latter language spoken in this place. The common language is Italian, but in nearly all places of business German is spoken.

The leading men of the labor movement in Trieste speak German. The maritime business of the place is extensive, Trieste being, as they call it, the "Southern Hamburg." About 3000 seamen are organized, while the total number of seamen, I am told, is between 15,000 and 18,000. Only the men sailing in steamers are organized, and these only partly. Sailors' wages are 30 florins; firemen, 39 florins; cooks, from 40 to 60 florins; waiters, as low as 12 florins, the latter being expected to collect the balance of their wages from the passengers in the form of "tips."

The men on the sailing vessels are not organized. Twenty years ago their wages were 25 florins, and they are the same still. Speaking to these men about the law, they seemed not to know very much about it. They told me that it has not altered since the time of Maria Teresa, and that any one who deserts is imprisoned if caught or upon returning home.

The seamen, it is plain, can not do much to

improve their conditions as things stand, because they can not strike. The wages of the workers on land seem to have nearly doubled during the past thirty years—that is, in the case of skilled workers. There have been efforts at organization among this class for many years, but only during the past six years has the labor movement been organized on a sound basis. The unions and the steadily increasing business of the port have made large improvements possible, but still the wages, as compared to the cost of living, are small. Skilled workmen, it appears, can not afford more than one room and kitchen as a general thing.

The people have a bright and hopeful look, and the whole place seems to be growing and to realize that fact.

Fraternally,

ANDREW FURUSETH.

Trieste, Austria, August 19, 1908.

INJUNCTIONS AND POLICE POWER.

Aside from all the legal fiction that has been invented to justify the use of the writ of injunction in labor disputes, its defenders always recur to the argument that the issuance of this writ has the effect of preventing violence on the part of strikers. They say that the efforts of society should be directed more toward the prevention of crime than to punish its commission.

This argument might have some weight if the decrees of the courts possessed some magic power by which they would execute themselves; but the fact is, that were it not for the executive branch of the Government, with its police and soldiery, standing ready to carry out the court's orders, the decrees of the latter would not be worth the paper they are written on. I do not mean to say that the people generally are not law-abiding, but it is ridiculous to suppose that the laws, in and of themselves, have any deterrent effect upon those criminally inclined.

In the final instance it is the duty of the police power to preserve the peace, for the performance of which duty the law of the land is sufficient authority, and the police are in no way better able to perform this duty because armed with the further authority of an order from the court. The police have been and are just as capable of preventing violence and disturbance of the peace without this writ.

The labor movement does not seek immunity to commit acts of violence, nor does it seek to curtail the power of the police to preserve the public peace and order. Far from it. Our objection to the injunction in labor disputes rests upon the fact that it is being used to rob the workers of their individual, constitutional rights as citizens, by the use of which rights they have formed their organizations and through them improved their conditions of life, and without which rights these organizations are doomed to destruction, and their efforts to improve conditions be defeated.

We hold that a workingman can not lose his rights as a citizen by reason of the fact that he is out of employment, either of his own choice or because he has been discharged by his employers (i. e., is on strike or locked out). To hold otherwise would be moving backward to the time when the worker who was found unemployed was punished at the whipping-post and branded on the forehead. Surely we can not be accused of asking special privileges in demanding that any workingman, who by force of circumstances is on strike or locked out, and who is charged with violating the law, be granted every right, including trial by jury, designed to protect the interests of any other person charged with breaking the law.

We have learned from bitter experience that the injunction in labor disputes is a weapon in the hands of the employers against the workers, to prevent the latter from improving their conditions by means that would be considered legal if employed by any other class of citizens, a weapon that can not be appealed to by the workers, and we hold that this writ was not designed for nor should it be used to accomplish such an object.

We insist that, in common with all other citizens, we have the right to use all lawful means in our struggle for a fair share of the product of our labor and in the advancement of humanity.

E. ELLISON.

San Francisco, Cal.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 8, 1908.

The minutes of the regular meeting held on the above date will be published in next week's issue.

E. ELLISON, Secretary pro tem.

44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, Aug. 31, 1908.

No meeting; no quorum. Shipping very dull.

A. E. SIMMONDS, Agent.

Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, Aug. 31, 1908.

No meeting; no quorum. Shipping still dull, prospects a little better.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 31, 1908.

Shipping and prospects poor.

P. B. GILL, Agent.

1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Aug. 31, 1908.

No meeting; no quorum. Shipping and prospects poor.

W. MOLLER, Agent.

229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Aug. 31, 1908.

Shipping fair; prospects uncertain.

WM. GOHL, Agent.

P. O. Box 334. Tel. 225.

Portland, Or., Agency, Aug. 31, 1908.

Shipping still dull; prospects poor.

D. W. PAUL, Agent.

51 Union Ave. Tel. East 4912.

Eureka Agency, Aug. 30, 1908.

Shipping and prospects poor.

J. W. ERICKSEN, Agent.

227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Aug. 31, 1908.

Shipping dull; prospects poor.

H. OHLSEN, Agent.

P. O. Box 2380. Tel. Main 662.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Aug. 31, 1908.

Shipping quiet.

WM. PENJE, Secretary.

143 West Madison St.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Aug. 31, 1908.

Shipping dull; prospects better.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Aug. 31, 1908.

Shipping and prospects fair.

WM. H. FRAZIER, Secretary.

1½A Lewis St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters, New York, N. Y., Aug. 25, 1908.

Situation unchanged.

H. P. GRIFFIN, Secretary.

42 South St.

But for the timely assistance of Captain Paulsen of the Pacific Coast Steamship Company's steamer Curacao, which arrived at San Francisco on August 30, the four-masted British ship Australia would have gone on the rocks at Mazatlan on Saturday night, August 22. The Australia was going ashore in a calm when the Curacao towed her to an anchorage.

The following vessels were enrolled at the San Francisco Custom-house on September 1: Steamer Arctic, J. Bosteur master; schooner American, James McVicar master.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

CONFLICTING PRESS ITEMS.

The Cleveland Plain Dealer of August 23 says:

Although the ore trade took a little brace during the past week and a number of medium size carriers were given employment, there is no improvement in the condition of the freight market. The slump in coal shipments, which has been great, more than offsets the increase in the demand for ore tonnage.

The independent owners will be up against it just as hard this week as they have been at any time this season and the general opinion is that tonnage will have to be taken out of the service. Tonnage for this week's loading is offered freely all around and there is not enough business in sight to take care of half the coal carriers that are in the market.

Nearly all the big firms have received orders to cut down shipments and the Pittsburg Coal Company will be out of the market for tonnage this week. Other leading shippers have not been able to load their contract ships. That means that there will not be any cargoes at this end of the route for wild vessels. Local owners that had steamers lined up to load during the next few days were notified yesterday that the cargoes could not be furnished.

Many of the vessels that have ore were chartered with the provision that they must take westbound cargoes. They will have to wait and some of them that are about ready to go to the coal docks will not get away this week. There was quite a let-up in the movement of hard coal at Buffalo last week and the indications are that shipments will be light all around for several weeks.

The crowded condition of the docks at the Upper Lake ports is the cause of the big slump in the movement of coal. The consumers in the Northwest have been slow in placing orders for their requirements and the result is that about all the storage space at the receiving ports has been taken. Very little more coal can be sent forward until there is a good movement from the Lake ports to the interior. It is up to the railroads in the Northwest and unless they get busy the season will close with short stocks all around.

Shipments of coal to Lake Superior on September 1 will show a loss of pretty close to 2,000,000 tons compared with the same time last season. Coal will have to move pretty freely for several weeks from the Upper Lake docks before there would be any change in the situation at this end of the route. In the meantime the boats will have thin picking and some of them may have to go out of business.

In the same issue of the Plain Dealer appears these dispatches:

Duluth, Aug. 22.—The bulk of the early coal movement, according to local traffic officials, will be in the stock piles of the western dealers before the big fall rush of grain sets in. Officials of the railroads have been urging western dealers to order coal early and their warnings have met with fairly good success.

The new cars both of the Northern Pacific and the Great Northern have a greater capacity than the old ones and many of the dealers are ordering full car lots. This will clean up the movement much earlier than if smaller shipments were ordered.

Most of the coal that has gone west so far has been commercial coal. Very little railroad coal has been shipped. The regular dealers will be supplied first and then the railroad companies.

Buffalo, Aug. 22.—The week ends as it began, with a fairly active coal trade. To-day's charters are the Miller and Manchester, Chicago, 40 cents; Odanah, Duluth, 30 cents; Taylor, Milwaukee, 40 cents; Badger State, Toledo, private terms.

The Cleveland Leader of same date says:

Duluth, Aug. 22.—The good news about increased ore shipments has already had its effect in the local harbor, and it is expected that most of the idle ships belonging to the Gilchrist, Hawgood and other fleets will begin to fit out. All the Tomlinson ships are getting ready. The Sonoma was fueling yesterday at the Northwestern coal dock, preparatory to going to the Mesaba ore docks. The F. J. Hecker, of the Gilchrist line, received orders yesterday to fit out at once.

These statements don't jibe. Why?

Two union (?) car-repairers, Tom Moore of Chicago, and Carl Kruger, of Garrett, Ind., are scabbing against the Lake Seamen's Union. They are sailing as ordinary-seamen on the steamer Thomas Lynch.

NO CLEARANCE ON SUNDAY.

There is being circulated a petition which seeks to give expression to the popular feeling against the action of the Government in threatening to withhold clearance papers from the American steamer Huron if that ship insisted on coming to Erieau from Cleveland on Sunday.

Though a strict interpretation of the "Lord's Day Act" does not permit a steamer to clear from a Canadian port on Sunday, good judgment has been used in the past, and where it has been of benefit to let such a ship clear it has been done.

Thus the Huron each Sunday brought an average of 500 guests from Cleveland to the Canadian resort, and the money which they spent at the place was very welcome.

It is alleged that because a certain preacher in Blenheim complained to the Government that Sunday was being desecrated through the Huron clearing from Erieau on that day, the captain was notified that his vessel could not clear if she tied at the dock on Sunday.

Last Sunday the Huron did not make the trip from Cleveland and many Cleveland and other Ohio people who expected to return home on the Huron after a week's visit here were obliged to take a roundabout way by rail.

BARGES FOR THE COAST.

In spite of the accident to Lake vessels on the coasts east and west in the past few seasons, ocean vesselmen are still seeking the ship from fresh water for service in the coasting trade. Captain C. M. Haight, formerly of Wyandotte, has just purchased from the Mills Transportation Company the tow barge Biwabik. Captain Haight now resides in Boston and the Biwabik will tow out of that port. Reports from Duluth are that D. H. E. Jones, a member of the firm of J. W. Elwell & Co., of New York, is making a tour of the Lake ports endeavoring to lease three steamers of Welland Canal size to serve on the Atlantic coast a period of three years. Captain Jones is representative of the A. B. Wolvin interests of the Atlantic.

The transfer of the barge Biwabik is a new enterprise in marine circles. The Biwabik is a wooden barge strictly of the bulk freight Lake type and she will be the first of her kind ever placed on salt water. The ship is 241 feet long, 41 feet beam and 17 feet deep. She was built in Marine City in 1894.

If the venture with the Biwabik proves successful, Captain Haight announces that he will purchase several more ships of the same sort for ocean sailing.

The Chicago & Duluth Transportation Company has announced that another boat will be added to their service between Chicago and Duluth. The boat is the steamer Chili, which has been chartered for this run. This makes the third boat between these points by this company, the other two being the steamer Alva and the steamer Gratwick No. 1.

WEST NEEBISH CHANNEL.

The improvement of the West Neebish Channel in the St. Marys River was begun in April, 1903, and it was practically completed except for the approaches during the last summer. The water was first allowed to flow into the canal on October 13, 1907. It was hoped to get the channel open early in the present season and the aim would probably have been accomplished but for the dull lake season which made the opening of the new waterway not vitally necessary.

The opening of the West Neebish Channel marks the completion of the biggest task undertaken on the Lakes since the construction of the Poe lock at the Soo. The work practically finishes the double tracking of the channels between Buffalo and Duluth and Lake Michigan cities. The West Neebish provides a passage exclusively for downbound vessels and should prevent a recurrence of the collisions in the river in the past, by leaving the old middle Neebish Channel free for upbound craft.

With the opening of the West Neebish the work of deepening the middle Neebish Channel to a uniform depth of twenty-two feet will begin at once. Contracts are already let for sections of the work, but until the West Neebish was taking care of a portion of the traffic it was not thought advisable to put dredges in the middle channel.

President Livingstone of the Lake Carriers is advised by the State Department that the Canadian Government will provide and maintain a light vessel at Southeast shoal, Lake Erie, where the lightship Kewawnee has been stationed by the Lake Carriers for a number of years.

An appropriation of \$45,000 for a United States lightship at that point has been available several years, but the Canadians objected to the United States flag flying in their waters.

In view of the many accidents in the mouth of Duluth harbor this season vesselmen at the Superior port are starting agitation to secure a submarine bell at the entrance. Such an apparatus is being installed at Detour, below the Soo, and it has proven valuable to vessels equipped with the apparatus necessary to receive the signal.

The latest accident at Duluth was the grounding of the Anchor line steamer Mahoning at the mouth of the harbor recently. The vessel was feeling her way into port in thick weather when she struck a sandbar. This is the second accident to the Mahoning in two weeks. The liner was passing through the Van Buren street bridge at Chicago when one end of the bridge was dropped on her, smashing her foremast.

WHAT DULL TIMES COST.

Over 1,800 vessels are idle on the Great Lakes at the present time, and about 14,500 marine laborers are unemployed, entailing a monthly loss to the laborers of \$850,000, and to the shipowners of considerably over \$2,000,000. Only about 40 per cent of the total tonnage of the Lake Carriers' Association is in commission at the present time.

DUNKIRK A PORT OF REFUGE.

Dunkirk, Aug. 22.—David Cuthbertson, who is at the head of the Weather Bureau at Buffalo, with jurisdiction over Lakes Erie and Ontario, was in Dunkirk on an official tour of inspection. Mr. Cuthbertson said he had carefully inspected the storm signal tower at the foot of Eagle street.

"Dunkirk should have her harbor developed so that every sort of shipping on Lake Erie could enter it without danger of running upon shoals," said Mr. Cuthbertson. "It should be a snug harbor or port of refuge in case of a storm for the vessels passing up and down Lake Erie. This should have been done years ago and if it had been done many lives and much property would have been saved, and as it is now no time should be lost in opening Dunkirk harbor for safe and easy entrance for all sorts of Lake shipping."

In further talk upon the need of Dunkirk harbor as a port of refuge, Mr. Cuthbertson mentioned the fact that it is difficult for vessels to get into Buffalo harbor when the wind is west-south-west, and consequently if eastbound vessels, caught in such a storm, could enter here and wait for safer weather conditions they would by so doing save money to all persons interested in such vessels, and westbound vessels out of Buffalo, finding themselves working against adverse winds would find Dunkirk harbor a great advantage as a port of refuge, in place of being obliged as they now are to make a return trip to Buffalo.

They can't wait. Some of the vessel-owners are so impatient for a chance to cut wages and reduce crews that they are likely to spoil the plans of the union-busters by being too anxious to reveal "the nigger in the woodpile."

AN OLD TIMER.

The old schooner *Fulton*, which went aground in the Maumee River recently, had been afloat for fifty-four years, having been built in Cleveland away back in 1854. The boat was originally the property of L. L. Slyfield, who owned her for twenty years. Later on she became the property of Mrs. Ada Baldwin, of Detroit, and was sailed by her husband, Captain Henry Baldwin. Captain M. Bashore and others of Marine City bought the old schooner this spring and after making some repairs, brought her to Toledo. Years of service in the general trade have about ended the usefulness of the *Fulton* and when she took on a few hundred tons of coal at the O. C. docks many seams opened in her hull. The old boat was hastily towed to a shallow spot and her cargo lightered.

The *Fulton* is a two-masted wooden vessel, 135 feet over all and twenty-five feet beam.

FROLIC TO BE SOLD.

The fourth-rate United States cruiser *Frolic* will probably be sold soon. She was formerly the steam yacht *Comanche*, owned by L. C. Hanna of Cleveland, who sold her to the Government for use in the Spanish-American war. She was piloted from Cleveland by Captain Joe Gorman, and upon reaching the seaboard was converted into a cruiser with six guns and did service on the east coast and in the Philippines for a number of years, but for several months she has been out of commission at the naval station at Cavite. Orders have been issued for the auxiliaries of the Atlantic fleet to bring her home and unless she can be utilized for surveying purposes she will be sold. The *Comanche* was built by the Globe Iron Works, at Cleveland, of steel, in 1892. She is 165 feet on the load water line, 25 feet extreme breadth and has 10 feet 4 inches mean draft. Her indicated horse-power is 550, her bunker capacity is 81 tons and she registers 11 knots an hour.

A STRIKE WON.

The Cleveland Plain Dealer of August 22 says:

The sailors on the Standard Oil barge 6 struck yesterday and the barge was held in port until last night. The No. 6 was ready to sail when the captain notified the men that they would have to accept a cut of \$10 per month and that barges which carried a crew of five men would be handled by four men.

The sailors and the mate took their dishes and got on the dock. No cut was made in the sailors' wages. The captain got busy and secured another crew, but the new men refused to sail when they learned about the trouble.

Late in the day the captain was instructed to pay the old schedule of wages, which is \$50 per month, and to carry a crew of five men, and the members of the crew returned and the barge left for Sarnia at 6:30 last night in tow of the tug T. C. Lutz.

Now if they had only waited till the slop was ready for all the hogs, they might have got away with it.

TONAWANDA DID WELL.

The report of the Tonawanda Canal Collector's office for the month of July shows that there were shipped from the Tonawandas last month 9,973,000 feet of lumber, 1,725,000 pounds of pig iron and 17,032,000 pounds of stone. All the stone shipments went to Buffalo, while the lumber and pig iron went to points each of Rochester. Though the shipments during May and June this year were poor, the work of July is about on a par with that of the same month last year. The canal business is reported as picking up rapidly now.

Captain Hayward, of the steamer *Jay M. Jenks*, is not partial to college boys as sailors. He says he would prefer old rounders for his every time, especially in heavy weather.—Press item.

Well, Captain Hayward is just like most other captains on the Lakes at that; only he appears to have courage to say what he wants. No one wants a lot of kids aboard who can not do their bit, but have to have some of the old timers to do it for them. One good sailor is worth a shipload of students, and the mates know that, to their sorrow.

Government engineers are at work on a new survey of Michigan Island of the Apostle group with the object of determining where the new lighthouse should be placed. The lighthouse on the island at the present time can be seen but from one side. If the engineers deem it advisable, the present tower will be heightened and a fog signal stationed on the north shore. If this plan proves unsatisfactory the station may be moved to the north side of the island or to Gull Island, near by.

Demand the union label on all products.

INFORMATION WANTED.

Norman Hamburg is requested to communicate with Wm. Curry, Agent Lake Seamen's Union, Cleveland, O.

Thomas Bonner, No. 7823, Lake Seamen's Union, is requested to communicate with his sister, who is very ill, at Kingston, Ontario.

INFORMATION WANTED.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer *Selwyn Eddy*, at Milwaukee, is reported missing.

Ed. Rathenow, No. 5388, Lake Seamen's Union, is inquired for by his sister, Mrs. Chris Marquist, 429 N. Clark St., Chicago, Ill.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaas-enborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

Anna Eisenbach, 215 Locust street, Allentown, Pa., administrator for Frank Eisenbach, drowned on steamer *Cypress* in October, 1907, wants to know in what bank the funds of deceased were deposited. She says he had money in a bank at some Lake Erie port. She also wants the address of second-mate Pitz, survivor of the *Cypress*.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.
Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis.....133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y.....55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O.....87 Bridge Street
Telephone 552.
CLEVELAND, O.....81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O.....54 Main Street
Bell Phone East 756.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
AGENCIES:
DETROIT, Mich.....7 Woodbridge Street, East
Telephone 3742.
ASHLAND, Wis.....515 East Second Street
Ashland Phone 1563.
SUPERIOR, Wis.....1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, Mich.....108 Third Street
OGDENSBURG, N. Y.....40 Ford Street
FT. WILLIAM, Ont., Canada.....Box 235
KINGSTON, Ont., Canada.....(Box 96) King Street

SUB-AGENCIES:

MANITOWOC, Wis.....725 Quay Street
ERIE, Pa.....222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O.....922 Day Street
Telephone Local 233.
SOUTH CHICAGO, Ill.....113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O.....510 Melgs Street

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Escanaba, Mich. Sandusky, O.
Grand Haven, Mich. Sault Ste. Marie, Mich.
Green Bay, Wis. Sheboygan, Mich.
Houghton, Mich. Sturgeon Bay, Wis.
Ludington, Mich. Superior, Wis.
Manistee, Mich. Toledo, O.

CANADIAN DISPUTES ACT.

The Canadian Industrial Disputes Investigation Act for the prevention of strikes affecting public utilities forms the subject of an article by Victor S. Clark in Bulletin No. 76 of the Bureau of Labor, of the Department of Commerce and Labor. Dr. Clark has recently made a special investigation of the workings of this Act and submits the results in this article.

The dominant motive of the Act was to prevent strikes and lockouts that seriously and directly affect the general welfare. The method of the law in such disputes is to prohibit a cessation of industry, under penalties, until by the investigation of an official board the public is officially informed of the grounds of the controversy. While strikes and lockouts are not prohibited after an investigation has been made, reliance is placed upon the power of well-informed public opinion to prevent or shorten such disturbances.

The law provides for boards of conciliation and investigation, appointed for each dispute. Each board consists of three members, one selected by the workers, another by the employers, and the third by these two members, or, when they fail to agree, by the government.

The industries to which the law applies are those known as public utilities, such as steam and electric railways, power and lighting plants, and similar industries; it also extends to mines. Coal mines may perhaps be considered as public utilities, but the application of the Act to metal mines is a departure from the strict principle of the law.

In comparison with the Australasian statutes the Canadian Act differs in four important particulars: (1) It applies to a limited number of industries; (2) it does not provide for the incorporation of unions; (3) it requires the appointment of a new board for each dispute instead of a permanent tribunal; (4) it does not prohibit strikes and lockouts after an investigation of their causes has been made.

The Canadian Act was put in force just before an industrial depression, on the verge of a period of unemployment and falling wages. Therefore, at the very beginning it was put to a severer test than have been the Australasian laws in the twelve years of their operation.

Dr. Clark reports that no employer was found who was not favorable to the law, as better than no legislation, so far as it applied to railroads. Employers who have had actual experience with the Act favor its general policy, if not all its details. Some large employers are outright partisans of compulsory arbitration, and would amend the present Act to make the awards of the boards binding on both parties.

The attitude of labor toward the Act is divided. Only organized labor has been in a position to express an opinion thus far. There is some sentiment in favor of the Act among the rank and file of the workers, though some of the most representative leaders are opposed to the law. Some union officers who at first were in opposition to the Act are now favorable to it. At the same time the principal opposition to the Act has manifested itself among the unions to which it most directly applied.

Among the public most of those who are practically familiar with labor matters, though not employers or wage-earners, ap-

prove the method of the Act as well as its general object. The effect of the law has been to create a new public attitude toward industrial disputes, namely, that the public has an interest in many industrial disputes quite as immediate and important in its way as that of the conflicting parties.

From March 22, 1907, when the Act went into effect, to January 15, 1908, 30 disputes became subject to investigation, and in 28 cases strikes were averted or ended. Friends of the Act claim that some disputes that otherwise might have resulted in a strike have been settled without a board, because the parties were unwilling to have a public investigation. The most valuable feature of the Act is claimed to be that it established a regular form of procedure for bringing the parties together before a strike or lockout is declared.

So far as can be judged from the experience of a single year the Act has accomplished the main purpose for which it was enacted, namely, the prevention of strikes and lockouts in public-service industries. Apparently it has not affected adversely the condition of workmen or of industries where it has been applied. No employer was found who complained that the law had hampered his business; and it is not reported to have influenced prices.

Both employers and employes have shown a disposition to appeal to the law, though three-fourths of the applications have been from workmen. There is little evidence that the law has, like those of New Zealand and Australia, fostered disputes by making litigation easy. As the findings of the boards will not be accepted by either party if it considers them unreasonable, the issues brought up for settlement are usually fair subjects of controversy.

THE LONDON DOCKS.

So much money is required to bring the London dock facilities up to date that the three private corporations controlling the existing dock system have agreed to turn over their interests to the Board of Trade, and to accept compensation in Government stock when the dock bill becomes a law. Then a general and comprehensive plan of improvement costing about \$5,000,000 is to be inaugurated to meet the sharp rivalry of certain Continental ports. The bill now before Parliament contains fifty-two clauses and seven schedules. It provides for the setting up of a new body, to be known as the Port of London Authority, consisting of fourteen elected and ten appointed members.

The proposed rates on goods will not be restricted to imports. As fixed by the Board of Trade, they will be payable, subject to any exemptions or rebates on "all goods imported from parts beyond the seas or coastwise." The dock dues of 37 cents per ton now levied by the London and India Company are to apply to all the docks vested in the port authority, but not to vessels merely passing along the Surrey Canal.

Existing city officers of the dock companies, the Thames Conservancy, and the Waterman's Company are to be transferred to the Port Authority, and to hold office on previous terms, including conditions of pensions. Where the office or situation is abolished there is provision for compensation, and any officer or servant dispensed with within five years, except for misconduct, is to be deemed to have suffered loss.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT.
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LA CONNER FISHERMEN'S UNION.

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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GOMPERS STATES THE ISSUE.

(Continued from Page 2.)

enforced, such might be the consequence—the industrial condition of our country would sink lower than that of slavery.

"The slave owner was usually restrained from going to extremes in the treatment of his slaves by the fact that they represented property value to him, but if the industrial situation indicated by this court decision follows, the wage-workers would be more under the control of the unscrupulous employer than was the slave under his owner.

"We contend that equity-power and equity-jurisdiction—discretionary government by the judiciary for well-defined purposes and within specific limitations—granted to the courts by the Constitution, has been so extended that it is invading the field of government by law and endangering individual liberty.

"As government by equity—personal government—advances, republican government—government by law—recedes.

"Our protest is against the tendency which holds that there is either a direct or an implied property right in the laborer or the labor-power of the laborer."

"You speak, Mr. Gompers, of the writ of injunction being used to control persons rather than to protect property, if I understand your distinction. How would that idea work out in the case of a body of strikers attempting to prevent the running of railway trains, and thus interrupting the transportation of the country, paralyzing its commerce, when such strikers, by terrorizing methods, even though they fall short of violence, prevent other men from taking their place in the operation of trains? Would not the injunction there be clearly for the protection of property?"

"To what kind of terrorism do you refer?"

"For instance, the assembling of groups, and the pointing out of strike-breakers; calling them 'scabs' in the streets and elsewhere; having the women of union families visit the women of the families of strike-breakers, calling their fathers, brothers or sons 'scabs'; and in every way attempting to make the strike-breakers infamous in the community—a form of persecution which, of course, it is easy to carry on, and does not always come under the category of violence."

"Well," said Mr. Gompers, "workmen when engaged in controversy frequently send representatives to the homes of strike-breakers, or to the factory, the purpose being to persuade the strike-breakers to quit and make common cause with the strikers. No one can justify any illegal or unlawful conduct on the part of such committees. To give strike-breakers information, to endeavor to persuade them to quit work by lawful means, is justifiable and proper. Applying opprobrious epithets—that is a matter of disorderly conduct and, no doubt, may be regarded as a misdemeanor; but surely this is not contemplated in a writ of injunction.

"The court order which undertakes to enjoin a man from doing a thing carries with it the presumption that he is guilty or would be guilty of an unlawful act. The personal right of every man is that if he be charged with, or if he has committed, an offense, he shall be charged with it and dealt with by a magistrate or tried before a jury of his peers. But a man may be entirely innocent of any unlawful conduct and still be enjoined from doing the things which he has a perfect lawful right to do; and the doing of these perfectly lawful things makes him amenable for contempt of court because he was enjoined from doing that thing by the court in the injunction. You may ask where is the injury of issuing an injunction when a man does not intend to do an unlawful act. First, it is a presumption that he would do it, when the theory of the law is the presumption that he would not.

"Most of the injunctions in labor cases are ex parte and often not even read by the court issuing the injunction, which simply takes it for granted that when the petitioner for the injunction files the necessary bond that is sufficient."

"Do you mean to say, Mr. Gompers, that courts do as a matter of fact—not speaking of rare exceptions—issue injunctions which are substantially orders not to strike, enjoining workers from the right of withholding their labor?"

"One of the injunctions issued by Judge Taft prohibited the Brotherhood of Locomotive Engineers from enforcing one of its rules, which amounted practically to a denial of the right to strike on the ground that the strike was a contempt of court because it interfered with the railroad in the hands of the court as receiver, and also interfered with interstate commerce.

"In no other instance except in a labor dispute would any court attempt to issue an injunction prohibiting anybody from committing a crime."

"But," I urged, "society prefers to prevent crime rather than to punish it; and where there is reasonable cause to believe that a body of men intend to commit a crime, and, when the hour in which that crime is to be committed and the place when the offense is to occur can not be known—so that it is beyond the ordinary power of police prevention—can you say then that the public policy which seeks to avert crime in preference to allowing it to occur and then punishing it, is not carried out by the writ of injunction in case of malicious acts by strikers?"

"This is a government of law, and all men, even

common criminals, are entitled to its protection. No man deprecates any improper overt act on the part of workmen more than I do. Society has the right to protect itself, but it has only the right to do so in such a form as will conserve the rights of its people. The right of its people is to be safeguarded by the forms of law, to be tried for any offense by due process of law. Society protects itself in the form of police and by its militia, its army and navy, and its duly constituted courts. If society fails to prevent crime, it then succeeds to the right to arrest the offender and bring him to trial. The due process of law is not carried out in the injunction. The injunction does not prevent crime. It can not prevent crime. It merely suspends a portion of the normal laws. An injunction, after all, is not a punishment of crime, but violations of it are punished by contempt of court proceedings; and it is ridiculous to imagine a man guilty of committing a crime and the penalty being punishment for contempt of court. The punishment for crime, is fine, imprisonment or execution."

"How do you account for the attitude of the judiciary towards organized labor? Surely not on the theory of corruption?"

"No, no. It is exceedingly difficult to fathom the motives of any one. I do not attribute corrupt or ulterior motives to the Supreme Court of the United States. I have absolute faith in its integrity. But it must be remembered that the judges have all been and still are employers, in their homes and offices; and their social and professional associations are with employers. Success in their profession came because they accepted existing conditions. They are men of mature years. In their early days the industries of the country were undeveloped. They are under the spell of the past. American industry is no longer confined to localities. It is organized and operated on a national and sometimes international scale.

"It is the law concept of the old and vanished conditions, the concept of the relations master and servant, that controls the judiciary of America to-day. There has been a tremendous growth and a tremendous change. Something must give way. There must be new legislation, as the industrial forces of society demand, or there must be a more liberal interpretation of the existing law to meet the new conditions. After all, the legal profession, from which the judges are drawn, is tied down to precedent for authority, and precedent has its roots in the aristocratic and monarchical institutions of the past, with all the social and economic ideas attending such institutions. The farther back a lawyer can look for his authority, the more learned and profound he is supposed to be.

"We ask the country to remember that the courts are not dealing with inanimate property or with merely abstract or academic theories, but with millions of living men and women who have to exist in modern conditions, and whose lives and homes, for the present and the future, depend upon freedom to peaceably protect themselves from the tendency of a labor-saving, incorporated and impersonal industrial system to force down wages and force up the price of living to the very point where effective resistance can be offered.

"We are opposed to lawlessness. Violence is no part of the plan of organized labor. But we insist that the strike and the boycott, as well as the voluntary trade agreement between employers and employees, are constructive and necessary agencies unless the welfare of the nation's workers is to be regarded as of little account; for it must not be forgotten that the improving wages and conditions conceded to non-union workmen are the direct and inevitable results of the standards and conditions won by organized labor.

"Of course there are some employers of labor who can not appreciate the new economic and industrial conditions, who mentally live in the medieval mood, and regard the organizations of workmen of our day as impertinences; but I am quite confident that the most extensive employers of labor of our country take a far different view of the situation, and that the time is not far distant when the fossilized employers will either drop out of business or, through a process of evolution, assume a more intelligent and sound economic position toward organized labor. After all, it is more of a mental attitude than a business necessity."

Let us leave Mr. Gompers in his black cap and alpaca jacket at the headquarters of the American Federation of Labor in Washington and, in spite of the lashing passions of the Presidential campaign, read again that thrilling thing Alexis de Tocqueville wrote in 1832 of the future of industry in America:

"What can be expected of a man who has spent twenty years of his life in making heads for pins? And to what can that mighty human intelligence be applied in him, except it be to investigate the best method of making pin's heads? When a workman has spent a considerable portion of his existence in this manner, his thoughts are forever set upon the object of his daily toil; his body has contracted certain fixed habits, which it can never shake off: in a word, he no longer belongs to himself, but to the calling which he has chosen.

A theory of manufacturers more powerful than manners and laws binds him to a craft, and frequently to a spot, which he can not leave. It assigns to him a certain place in society, beyond which he can not go: in the midst of uni-

versal movement it has rendered him stationary.

"In proportion as the principle of the division of labor is more extensively applied, the workman becomes more weak, more narrow minded, and more dependent. . . . Whereas, the workman concentrates his faculties more and more upon a single detail, the master surveys a more extensive whole, and the mind of the latter is enlarged in proportion as that of the former is narrowed. In a short time the one will require nothing but physical strength without intelligence; the other stands in need of science, and almost of genius, to insure success. This man resembles more and more the administrator of a vast empire—that man a brute. . . . Hence it would appear, on searching to the bottom, that aristocracy should naturally spring out of the bosom of democracy."

But since that prophecy was penned, organized labor has given to the industrial workingman the power which it was thought he must lose in specialized and concentrated industry. As a rule the single workingman no longer attempts to arrange for wages or working conditions. He deals with organized capital through organized labor. Here is an estimate of the present membership of labor unions throughout the world:

North America	3,000,000
Great Britain	2,500,000
Germany	2,500,000
France	1,500,000
Austria	700,000
Russia	250,000
Spain	250,000
Italy	150,000
Belgium	150,000
Holland	75,000
Australasia	200,000
Scandinavia	200,000

Total of organized labor...11,475,000

The question now raised in America is whether the strike and boycott methods of warfare and the freedom from summary restraints now applied by the courts, which organized labor demands as essential to personal liberty and means of social and economic progress, can be, as a matter of actual practice, reconciled with the individual liberty of non-union workmen and the rights of private property.

Is it really true that, in its effort to protect property, the Supreme Court of the United States has at last dealt a death-blow to organized labor?

BRAZILIAN DRYDOCK.

As a part of its new naval policy, which has taken the form of three of the largest battleships now building, the Federal Government of Brazil has made arrangements for the construction of the largest drydock in South America, a description of which follows:

This dock is to be available for merchant vessels as well as warships and is a most important step in maritime development in South America. The dock is to be secured by a reconstruction of the Mortona dock, owned by the Government of Brazil and used until recently by the Lloyd Brasileiro for its merchant ships. The old dock is to be widened and deepened much along its present lines on the water front of Rio de Janeiro adjoining the new commercial wharves or docks. By the plans finally adopted 100,000 cubic meters of rock will be excavated from the bottom, sides, and land end until the dock will have a total inside length great enough to admit a vessel 250 meters, or about 815 feet. It is to be divided into three sections—one 150 meters, one 70 meters, and the third 30 meters, so that three vessels of proper size can be handled at the same time.

The dock is to be fitted with all the latest appliances, both with respect to naval and merchant vessel needs. Inasmuch as it will afford necessary conveniences for the docking and repair of vessels up to 15,000 to 16,000 tons, it is a distinct advancement in South American shipping. The work on the dock will be under Government auspices. It is to be commenced at once and will be completed in two years. The largest merchant vessels now making regular runs to Rio de Janeiro is less than 12,000 gross tonnage, hence the dock is well ahead of commercial requirements.

Labor News.

The Bakers' Union, of Philadelphia, Pa., has begun a crusade to improve sanitation in bakeries in the foreign quarter of that city.

Orders have been issued from the Canadian Pacific Railroad offices for the evacuation within 30 days of all houses owned by the company and occupied by striking employees.

With the exception of a few Social Democratic papers, the publication of all newspapers in Denmark was suspended on August 11 indefinitely in consequence of the strike of printers and its resultant lockout.

General rejoicing was occasioned by notice given at West Easton, Pa., on August 24, that the Chipman hosiery plant, working on half time since June, would run full time with a force of 400 operatives before the end of the week.

About 2000 men were given employment at the mills of the Cherry River Boom and Lumber Company, located at Richwood, near Clarksburg, W. Va., on August 25. Orders for millions of feet of lumber have been received recently.

The Columbia, Susquehanna and Union Street rolling mills and pine mill of the Susquehanna Iron Company at Lancaster, Pa., resumed operations on August 24, employing many hundreds of men. The East End rolling mill resumed on the same day.

Colonel George W. Goethals, Chairman of the Panama Canal Commission, has issued an order directing heads of departments and divisions to replace all alien clerical employees with men selected from a list of Americans which he submits in the order.

Two opinions reversing decisions of the lower courts were handed down by the United States Circuit Court of Appeals at St. Louis, Mo., on August 24, sustaining the position of the Government against the railroads in the matter of the Safety Appliance law.

The machinists' strike at the San Bernardino (Cal.) shops of the Santa Fe Railroad has been called off, the order being effective on August 31. The order was issued by the grand secretary of the union. The strike commenced four years ago, the principal issue being the recognition of the union.

Orders have been issued to start the Lalance and Grosjean tin plate mills at Harrisburg, Pa., on September 8. The mills will employ 200 men at the start and this force will be gradually increased. Prospects are good for operation throughout the winter. The mills have been closed for several weeks.

Carrying out his edict that all employees caught smoking cigarettes while on duty should be discharged, F. J. Easley, superintendent of the Arkansas division of the Rock Island system, has discharged an engineer and a brakeman. The discharged men threaten a strike unless they be reinstated and the order rescinded.

The Illinois Steel Company re-employed 500 men at its South Chicago plant on August 25. The officials expect to put 500 more men at work next week. Of the 7000 men normally employed only 4000 have been working the last few months. The mills are rushed for orders, and will increase the force through the winter.

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INFORMATION WANTED.

Oscar Sunersson, last heard of about four years ago when employed in a tug at San Francisco, is inquired for by his brother. Address, Coast Seamen's Journal.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

Vicktor L. Brelin, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelin, Sailors' Union, San Francisco.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

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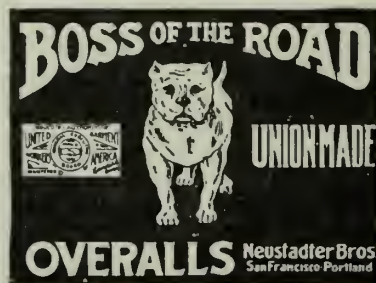
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HONOLULU, H. T.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Aheng, C.	Kuntz, K.
Allen, J. W.	Larsen, H. J.
Andersen, Albert	Lattz, L.
Anderson, A. P.	Lohme, E.
Anderson, Hjalmar	Larson, F., -1098
Anderson, J., -1514	Lebrun, E.
Anderson, A.	Leaky, W., -925
Anderson, Victor	Leisman, J.
Axel, P.	Lopp, E.
Barry, Thomas	Lie, J. C.
Baandsen, E. M.	Lind, H. E.
Barwa, D.	Lindin, H. Van
Bakke, M. C.	Lindburg, John
Bateman, S. J.	Lindman, H. C.
Bernard, S.	Lindroos, C.
Benners,	Lichlenberg, Max
Bensen, J. E.	Lockey, H.
Berg, H. M.	Lunder, B.
Bergren, John	Lundquist, J.
Bertelsen, Alf.	Lubeck, R. A.
Bernsen, C. T.	Lundblad, E., -789
Berkelund, R.	Madison, Chas.
Blomquist, B.	Marthinsen, M.
Blomquist, H.	Mayers, P. M.
Boman, O. W.	Mannian, James
Brander, M. F.	Marthinussen, K.
Bruhn, B., -1430	McKerron, W.
Buchtman, P.	McAdam, J.
Burke, James	Meddicott, F.
Caspersen, Chr.	Mikelson, C.
Cornell, G. B.	Mikkelsen, Jos.
Clarkson, C. H.	Mortensen, Chr.
Courtney, A. I.	Mortensen, Holger
Conigan, P. J.	Mare, C. F.
Derrick, Geo.	Murphy, D.
Dinwooden, Jas. H.	Myren, A.
Donovan, James	Nelsen, Martin
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Richard Simmons is inquired for by his sister. He was last heard of twenty years ago while mate of an English ship. Any one knowing his whereabouts will please notify the Lake Seamen's Union, 1430 Madison street, Chicago, Ill.

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News from Abroad.The postponement to 1917 of the
Tokio International Exposition,
scheduled for 1912, is being proposed
in Japanese Government circles.At a banquet at Strasburg, Ger-
many, on August 30, Emperor Wil-
liam, in proposing a toast, denied the
rumor that the peace of Europe is
endangered.An official statement has been given
out at Constantinople denying the re-
port that the Sultan of Turkey con-
templates paying a visit to Berlin at
the present time.The Merchants' Association of Ma-
nila, P. I., has started a movement to
induce President Roosevelt to visit
the Philippine Islands, either before
or after the big game hunting trip in
Africa.Herr Geltermann, cashier of the
coupon department of the Mittle-
deutsche Credit Bank, shot himself
dead at Frankfort, Germany, on Au-
gust 24. He had embezzled \$125,000
from the bank.One of the most gigantic migra-
tions in history has been proceeding
quietly and now Russians find they
have a great nation in Siberia. Dur-
ing the past twelve months more than
500,000 Russians have gone to Siberia.The Moscow (Russia) police are in-
vestigating a fraudulent postage
stamp business for which thirty per-
sons were arrested on August 18. The
figures reported of 6,000,000 stamps
cover only the sales at Moscow for
three months.The Netherlands Government has
asked France whether it would be
possible for that country to co-oper-
ate with Holland in the present dif-
ficulties with Venezuela. France re-
sponded that she now has the matter
under advisement.The decision of the Japanese Gov-
ernment to curtail, postpone or aban-
don military and other Governmental
enterprises will, it is estimated, effect
a total saving of 200,000,000 yen
(\$100,000,000), including probably 80,-
000,000 yen of public bonds.Asiatic cholera, in its westward
march across Russia, has reached
Lodz, Russian Poland. The German
health authorities have increased their
watchfulness on the Eastern frontier,
along which hundreds of medical in-
spectors have been stationed.Seventeen more sentences of death
were reported in Russia on August
19, making the total for the previous
day 36. None of the sentences was
for a political offense. There were
two executions on the 18th at War-
saw, one at Tiflis and several at St.
Petersburg.A telegram from London says that
the cruiser Rurick, which was built
in the Russian shipyards of Vickers
& Maxim, for the Russian Govern-
ment, has been refused, as the trials
were not satisfactory. The dispatch
adds that the shipbuilders are en-
deavoring to sell the battleship to
some other Government.News of the sinking of the British
steamship Duncarn and the loss of
all but two of the fifty-three members
of her crew in a typhoon which
ragged on August 26 off the port of
Goto, on the Island of Kiushiu, has
reached Tokio in a report received
from Moji, a town on the same island.
The names of the survivors are given
as William Phillips, an engineer, and
John Landon, a seaman, both of
whom were picked up by the Japa-
nese steamship Sakyo Maru.

Domestic and Naval.

The Philadelphia tug John F. Lewis towed the steamboat Dreamland, formerly the Republic, from New York to Baltimore, where she has been purchased for service on the Chesapeake.

The Italia line steamship Verona brought the first immigrants from Mediterranean ports ever landed at Philadelphia, Pa., when she docked at that port on August 27. She had 100 Italian emigrants on board.

The project of a canal from Chicago to Toledo, O., cutting 500 miles from the present Lake route, has been taken up by the Chicago Association of Commerce. The canal as proposed would be 244 miles long and 20 feet deep.

The Steam Engineering Bureau of the Navy Department is planning an elaborate series of competitive tests to settle definitely the long dispute that has existed in naval circles as to the various types of engines used in naval vessels.

The old steamer Major Reybold, which plied between Philadelphia, Pa., and Salem for more than fifty years, was sold recently by Thomas J. Alcott, United States Marshal for New Jersey, to Frederick Craemer, of Philadelphia, for \$1050.

The Cunard Steamship line has notified its stewards that they will be dismissed if they solicit tips. This decision is the result of legal action taken by a steward, because he was blacklisted by the company, on account of soliciting tips.

The schooner Manuel R. Cuza, loaded with laths from St. John for Philadelphia, Pa., was beached at Machias recently to prevent her from sinking. The schooner was leaking 5000 strokes per hour when she was driven on the flats.

The Pittsburg Steamship Company has placed an order with the American Shipbuilding Company for two 600-foot steel freight steamships to cost more than \$900,000. The vessels are to be ready for next season. They will be built at the Loraine yard, which has been idle all summer.

The conference in London, Eng., of the leading steamship companies engaged in the North Atlantic trade came to an end on August 26. The only new arrangement of general public interest is the inclusion of the Russian line, from Libau to New York in the North Atlantic pool.

O. F. Lucas, agent of the Merchants and Miners' Transportation Company, has announced that the regular freight and passenger service from Philadelphia, Pa., to Savannah has been resumed. Steamships of the line will sail every Tuesday and Friday at 6 p. m. from Pier 18, South Delaware avenue.

Director Grady's plan for improving the harbor of Philadelphia, Pa., has been characterized as impractical and visionary by maritime men who declare that his removal as head of the Dock Department alone will open a way for a sound, logical plan of reconstruction that will have the support of the Administration.

The schooner Zaccheus Sherman, which arrived at New York recently, bound from Norfolk to New Haven, was in collision with the steamer Larimer, just out of New York for Port Arthur, off Sea Girt, N. J., on August 26. The schooner lost her bowsprit. She was towed to port by a wrecking tug which came to her aid.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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INFORMATION WANTED.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Jaga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen, 719 N. Maplewood avenue, Chicago, Ill.

INFORMATION WANTED.

David Rosenthal and David Selwin, natives of New Orleans, are inquired for by relatives. Address, Coast Seamen's Journal.

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INFORMATION WANTED.

Henrik Jacob Syberg, born 1867, in
Jylland, Denmark, supposed to be on
the Pacific Coast, is inquired for. Ad-
dress, Vice Consulate of Norway,
Tacoma, Wash.

Edman Hetman Hanson, a native of
Tromso, Norway, last heard from in
Adelaide, Australia, is inquired for by
his brother. Address, Coast Seamen's
Journal.

Ole J. Andersen, or Danielsens, a
native of Kristiania, Norway, born
May 23, 1867, is inquired for by his
father. Address, Coast Seamen's Jour-
nal.

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INFORMATION WANTED.

Anders or Andrew Olson, a native
of Lomma, near Malmo, Sweden, aged
about 40, joined the Sailors' Union in
San Francisco about 1892, is inquired
for by Nils P. Adamson, Keeper El-
dred Rock Light Station, Via Juneau,
Alaska.

Olaf Johanneson, a native of Sei-
desfjord, Iceland, last heard of on the
Pacific Coast, is inquired for by his
brother. Address S. J. Westdal, 51
South street, New York City.

Peter Hansen, who swore to a com-
plaint against the master of "Cecelia
Sudden" last October, is inquired for
by the United States attorney at Los
Angeles, Cal.

Home News.

It became known in New York re-
cently that the value of Russell Sage's
estate was \$64,153,800.

The damage from the recent floods
in Georgia and North and South Car-
olina is estimated at \$4,000,000.
Eighty-five persons were drowned.

Eleven persons were drowned and
many others are supposed to have
perished at Folsom, N. M., on August
28 as a result of a cloudburst in the
mountains.

Every effort is being made by the
War Department to complete the de-
fenses of Pearl Harbor and Honolulu
and make the island of Oahu a second
Malta.

The mining town of Rawhide, Nev.,
was destroyed by fire on September
4. Three thousand persons were ren-
dered homeless and property to the
value of \$750,000 was destroyed.

President Roosevelt has declined
the invitation to attend the Trans-
mississippi Congress at San Fran-
cisco, beginning October 6. The re-
port that the President had accepted
is an error.

The recent census gives the total
population of the Panama Canal Zone
as 50,003, of which 25,000 are em-
ployed by the Canal Commission and
the Panama Railroad, 6863 being
Americans.

More than \$4,000,000 is left to char-
itable institutions, the Metropolitan
Museum of Art and Yale University
by the will of Frederick Cooper Hew-
itt, who died at Oswego, N. Y., on
August 30.

Immigration authorities who have
been investigating the cases of the
fifty-four young women converts to
the Mormon faith who arrived at Bos-
ton recently, have decided to deport
fifteen of them.

Suit to recover lands granted the
Oregon and California Railroad Com-
pany, now controlled by the Southern
Pacific Company, and valued at over
\$40,000,000, was begun by the Federal
Government at Portland, Or., on Sep-
tember 4.

A warning against political assess-
ments was issued to employes of the
Treasury Department on August 24,
promulgating in more vigorous lan-
guage than usual, the civil service
laws and regulations prohibiting such
assessments.

Governor Hanly of Indiana has is-
sued a call for an extra session of the
Legislature to meet on September 18.
The county local option law and a
plan to give the Governor extra power
to deal with night riders in Southern
Indiana will be considered.

The executive committee of the
American Red Cross Society has
authorized the secretary of the So-
ciety to issue an appeal to the public
for funds for the flood sufferers of
the South. The need for aid is de-
clared to be very pressing.

United States Consul T. D. Edwards
has demanded the release of Catarino
Lopez, Henry Aguirre, Frank Medina
and Robert Rechy, Mexican boys from
El Paso, who were arrested by Mex-
ican rurales of Juarez because they
crossed the river into Mexico with a
target gun.

After more than forty years of
segregation in an effort to stamp out
leprosy in the Hawaiian Islands, a
very vital modification of the segrega-
tion policy has been adopted by the
Board of Health. Hereafter efforts
will be directed to the treatment and
to the search for a cure, as well as
the segregation of lepers.

With the Wits.

"On my knees I begged her for a kiss." "And what did she say?" "Told me to get up and be practical."

"Mamma," said Elsie, "I wish you would make baby behave." "What's he doing?" asked the mother. "Every time I pull his hair he cries."

"The beauty about my surgical practice," hummed the mosquito, "is that I always put in my bill at the time of the operation."

"Do you enjoy your new automobile?" "Not much," answered the nervous man. "When it runs I am apprehensive and when it doesn't I am annoyed."

"You wouldn't believe this possible, but still—"

"I'll believe anything possible," interrupted the sour citizen. "I've bought a little law in my time."

"I overreached myself yesterday."

"How was that?"

"Made a bluff at reaching for the luncheon check, and the other fellow let me get it."

"A hammock large enough for two?" echoed the dealer. "Do you want it with or without?"

"With or without what?" asked the girl.

"Crowding," replied the dealer, smiling at her ignorance. Then she gave her order in a whisper.

"Well," said the lawyer for the defense to his client, "I was certainly surprised at your conviction."

"I wasn't; it was all your fault."

"All my fault? I put up a magnificent fight for you!"

"Yes, an' you kep' yellin' at the jury that you demanded justice for me till they went an' give it to me."—Houston Post.

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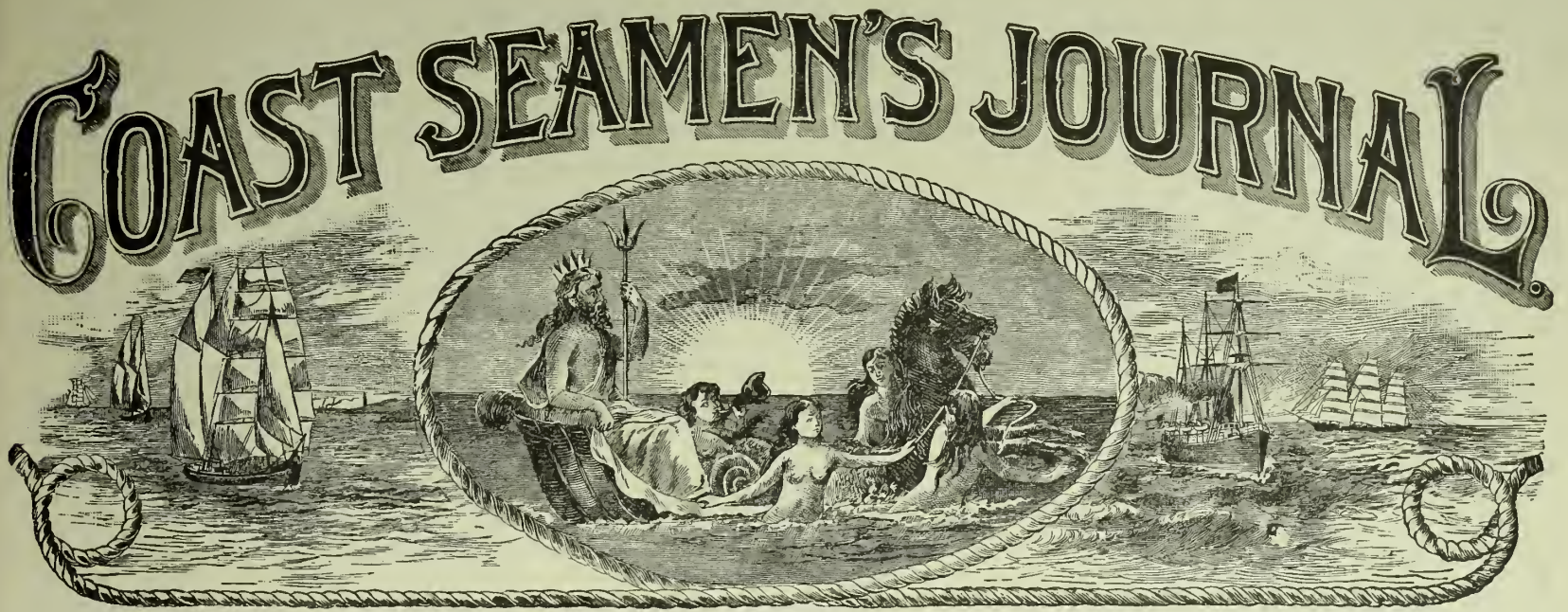
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXI, No. 52.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 16, 1908

Whole No. 1082.

THE CRY FOR MORE (IN) EQUITY.

IT IS NOTORIOUS that the abuses of the injunction power are flagrant and "cry to heaven." Only plutocratic attorneys and bigoted, power-lusting judges refuse to admit this. Even the most adroit political trimmers are forced to give their approval to planks favoring some limitation of the use of the writ of injunction in so-called labor cases. We have no doubt whatever that soon the Federal powers and State Legislatures will call a halt to the usurpations of power by the "equity courts" and restore trial by jury and orderly, rational, proper procedure, "due process of law," to those who have been deprived of those rights by the gradual extension of the scope of the injunction. State constitutions are pointing the way, and as organized labor asserts itself more and more, legislators and candidates for office will see greater and greater light and prove more and more amenable to the voice of reason.

Yet there are some well-meaning men whose surroundings and associations are such that they are unable to appreciate the significance of the whole movement against the intolerable misuse of the injunction by predatory interests, who pretend that modern society and industry can not get along without the stretched injunction and advise us that if we were wise and "progressive" we would be clamoring for more government by equity (injunctions) instead of less.

Justice Brewer of the Supreme Court is as upright and intelligent as any member of the highest bench, and he has often shown great courage and independence. On the injunction question, however, he is strangely behind the times, amazingly out of touch with real facts and conditions of life. He has not only protested against any limitation of the injunction power, but even the propositions to prevent its abuse. In one of his addresses he expressed the following sentiment:

"As the population becomes more and more dense and activities increase, the restraining power of the equity court is worth vastly more than the punishing power of the criminal court. It is in line with the highest thought of the day. We aim to stay the epidemic and not to cure the ravages of disease after it has gained headway."

This is most misleading. There is no dangerous "epidemic" in the development of modern industry. The greater intelligence of the masses of our day can scarcely be compared to the ravages of disease.

What does he really mean? That trial by jury should be still further restricted, that more arbitrary power should be conferred on judges, and that cherished common-law principles should be abandoned in the interests of corporate "property" privileges? We can not do better than to reproduce the following criticisms of Justice Brewer's dictum from the editorial columns of that able journal, the Springfield (Mass.) Republican:

"There seems to be only one interpretation for this, which is that equity jurisdiction should be substituted for the criminal law or more and more applied in that direction. In other words, equity should more and more be expanded beyond its original and proper functions and made to do service in the field covered by law as well as in

that which the law could not define and cover beforehand.

"And this would be to merge in the equity judge the executive and legislative as well as the judicial agencies of government. Clothed with and exercising the power to restrain actions already criminal under the law, and actions complained of which the law has refused to brand as criminal, the equity judge becomes at once a potential executor of the law and a maker of law in his unlimited discretion, and in the execution of his own laws or those duly enacted he acts as prosecutor and jury as well as judge. Something of this power the courts of equity have been widely indulging themselves with and Justice Brewer seems to say we ought to have more and more of it rather than less.

"We have lately heard much from judges and eminent lawyers of the rise of a dangerous one-man power in the government of the country—of an executive who would merge judicial and legislative functions in himself, and make this a government of men and not laws. Justice Brewer himself, we believe, has shared these views and misgivings. But is he not here suggesting a government of men and not laws, an arbitrary government, a government of one man or group of men, an absolute government—and none the less so by reason of merging all the agencies of government in the judicial rather than in the executive department? The proposition is unthinkable. It is amazing that this great jurist should even seem to give his assent to a situation or arrangement leading inevitably to such an end."

Yes, amazing and unnatural. It would be alarming if the general drift and tendency of modern thought and jurisprudence were not decidedly the other way.

The truth is that so-called equity jurisdiction had its origin in tyranny, "the King's conscience," benevolent despotism. If the law had not been unduly technical and uncertain in its early stages there would have been little chance for "equity" jurisdiction. In our time, democracy being the law of our political being, and popular rule being guarded against abuse by all sorts of checks and safeguards—the referendum, the recall, direct primaries, and direct elections—it is an absurdity to advocate the isolation and immunization of equity judges. The need is for greater simplicity in procedure and greater protection of popular rights in the courts. These can be secured only through jury trials and strict responsibility of the judges to the people.

Prof. F. J. Stimson, of Harvard, an authority on legal questions, in a new work on "Federal and State Constitutions," has something to say on equity courts and their powers which we commend to the plutocratic editors, the attorneys of the anti-union labor employers, and the corporate champions of government by "equity" (injunction), and "the integrity of the courts." Mr. Stimson shows that chancery jurisdiction was originally opposed as an interference with the common law, and that our ancestors had a profound dislike and distrust of courts of chancery. After citing many authorities Professor Stimson says:

"These are sufficient to establish the general principle that the injunction process and contempt in chancery procedure, as well as chancery

jurisdiction itself, is looked on with a logical jealousy in Anglo-Saxon countries as being in derogation of the common law; and that, while an injunction to prevent irreparable injury to property or private rights will not be refused because the injury be also a crime or misdemeanor, yet the naked principle is undoubtedly true, as indeed is the history and the logic of the thing, that under the English legal system the power of the king's chancellor may not be invoked to forbid or punish a crime as such, thus taking away the jurisdiction of the common law courts and depriving the accused of his trial by jury. The objection therefore to the abuse of the injunction is sound, and this in our country not only for the historical reasons we have explained, but because it tends to make the courts no longer judicial, but in effect part of the executive branch of the government. This is the sense of the popular phrase—and most popular phrases have some sense—"government by injunction."

In line with the clear exposition of the original intent of the injunction process we find this from the gifted pen of that legal authority High, "On Injunctions," in the latest edition of his great book:

"Equity has no jurisdiction to restrain the commission of crimes or to enforce moral obligations and the performance of moral duties; nor will it interfere for the prevention of an illegal act merely because it is illegal, and in the absence of any injury to property rights it will not lend its aid by injunction to restrain the violation of public or penal statutes, or the commission of immoral or illegal acts."

Some of the greatest legal authorities have held with labor's contention in the injunction process. The Supreme Court of the State of Montana, in a decision rendered last month, upheld in its entirety every contention which labor makes upon that subject. In the near future we shall discuss and perhaps publish in full the decision and magnificent accompanying opinion of that court.

In the last issue of the American Federationist we presented and discussed "The Essence of Labor's Contentions on Injunctions." It will bear re-reading and were it not that space forbids might be kept standing. The toilers do not, as Mr. Taft has declared, "desire to become a privileged class of wrongdoers."

Labor asks no right which is not accorded every other class of citizens.

The workers are just as patriotic and law-abiding, if not more so, than any other citizens in any walk of life in the entire republic.

Labor, in its opposition to the abuse of the injunction power, is not acting alone for rights and protection of its own men, but in the interest of the freedom of all the people. It recognizes that rights and freedom of a people AS A WHOLE are never denied or invaded AT ONE TIME.

It has always been the policy of reactionaries and oppressors to first deny or invade the rights and freedom of one set of people at one time, then another class at another time, and thus by a subtle procedure encompass the supreme domination of the greed, wealth and power of the few and practical slavery of the masses of the people.

Labor recognizes that our government, our republic, is one of law, not a government of whim, fancy, or discrimination; that it is not, in theory

at least, personal government. And yet the injunction process as used, or rather abused, established the government of whim, fancy, discrimination, personal government.

Labor contends that equity power and equity jurisdiction—that is, discretionary government by the judiciary for well-defined purposes and within specific limitations, granted by the Constitution to the courts—has been so expanded and extended without statutory authority, that it has usurped the functions of the legislative and executive branches of the Government, that it has invaded the field of government by law and robbed the people of their personal rights and of their individual liberty.

Labor holds that in the same degree that government by equity (injunction)—personal, discretionary government—advances, republican government—government by the people, government by law—is forced back.

Labor in its campaign for legislation to restrict the abuse of the injunction power is acting for the good of all the people.

It proposes to be up and doing to accomplish this righteous purpose NOW.

For this reason—

WE NOW CALL UPON THE WORKERS OF OUR COMMON COUNTRY TO STAND FAITHFULLY BY OUR FRIENDS, OPPOSE AND DEFEAT OUR ENEMIES, WHETHER THEY BE CANDIDATES FOR PRESIDENT, FOR CONGRESS, OR OTHER OFFICES, WHETHER EXECUTIVE, LEGISLATIVE, OR JUDICIAL.—Samuel Gompers, in American Federationist.

TAFT ON THE INJUNCTION.

In some respects Mr. Taft's views on the subject of injunctions in labor disputes are liberal and far in advance of his party platform. In handling the subject in his acceptance speech in Cincinnati he begins with the statement that laborers have the right to organize, to strike, and to boycott their employers—"to withdraw themselves and their associates from dealings with and giving custom to those with whom they are in controversy"; and to extend that boycott among their sympathizers—"all those who sympathize with them may unite to aid them in their struggle." But they may not do violent injury to property, nor assault strikebreakers, nor boycott those who deal with their employers. So far he has repudiated his own platform and put himself squarely on Mr. Bryan's (except that Mr. Bryan would not endorse any kind of boycott), and his argument furnishes good reason for voting for Mr. Bryan. But he goes on to say that to prevent such "threatened unlawful injuries"—smashing property, assaults and "secondary boycotts"—the injunction furnishes the only adequate remedy, because—he gives only one reason—the injury is not done by one act, but by a "constantly recurring series of acts" which would require a "multiplicity of suits" unless an injunction is resorted to, and the remedy by suits for damages is therefore inadequate.

But the law does not say that an injunction will issue wherever the remedy by suits for damages is inadequate, but wherever there is no adequate remedy at law, which is a very different thing, although Mr. Taft does not seem to know it. He advocates injunctions in two classes of cases: first, violent injuries to property and assaults on strikebreakers; second, the "secondary boycott"—the boycotting of all who deal with the employers.

In his advocacy of the first, Mr. Taft confuses an adequate remedy by a suit for damages with an adequate remedy at law. He appears to think that a suit for damages is the only remedy the common law gives! Of course, a suit for damages would not furnish an adequate remedy for smashing property and assaulting workmen. But the common law does furnish an adequate remedy through the police department and the criminal courts. An injunction can not pre-

vent; it can only punish if it is disobeyed. But the criminal courts can do that, and the police can prevent. There is, therefore, an adequate remedy at law. What advantage has the injunction over the orderly procedure in the criminal courts? None whatever. It deprives one charged with crime of his constitutional right to trial by jury, of his constitutional right to be confronted by the witnesses against him, and to cross-examine them, and thus makes it easier to convict an innocent person, and to convict on false testimony; it frequently punishes people for doing what they have a right to do. But these are evils, not advantages. When it comes to punishing the guilty, the criminal law is equally effective. Therefore it has been the settled law, in England for centuries, in this country since its foundation, that an injunction will not issue to prevent a threatened crime. There is no principle of law more firmly established than this, because for centuries our lawyers and judges have known that the chief foundation of our liberty is the right of an accused to be confronted by the witnesses against him and to trial by jury. Mr. Taft is wrong in his law. Under our system of jurisprudence, injunctions should not issue in such cases, because the criminal law furnishes an adequate remedy without the evil, introduced by the injunction, of depriving the accused of his constitutional rights. This principle has never been departed from except in the labor strike cases. Hence, injunctions in those cases introduces into our law a new and dangerous thing—one law for the laboring man and another for other classes. This should not be tolerated.

This leaves but one class of cases in labor disputes, where, according to Mr. Taft's argument, injunctions should issue, namely, "the secondary boycott." This he justifies solely on the ground that it is necessary to prevent a multiplicity of suits. But how there can be more than one suit, he does not say. If the injunction issues, as he says it should, only to prevent a boycott, it forbids only one thing—the boycott; there is only one wrong—the boycott. Whether the proceeding be a civil suit at law, a criminal prosecution at law, or an injunction suit in equity, there can be but one suit to redress the one wrong. The "constantly recurring series of acts," to which Mr. Taft refers, are not a large number of different boycotts, but a series of acts, each perfectly lawful, which, however, when taken together, may tend to show a boycott. Thus Mr. Taft has confused the wrong itself, the boycott, with the evidence which tends to establish it—a curious mistake for a lawyer.

The effect of this confusion of thought is far reaching. He seeks thereby to justify forbidding a person from doing what he has an absolute right to do—forbidding it under threat of prison sentence. It would justify the imprisonment of a person, for instance, for ceasing to buy from one grocer, and instead patronizing another. If it is unlawful to try to persuade a person to take his custom from one trader and give it to another, then the business of a commercial traveler or "drummer" is unlawful. It is not unlawful. It is done every day in all sorts of businesses and in all walks of life. And, except in strike cases, no one has ever thought of its being unlawful. It is only when a conspiracy is organized to ruin or damage a business by organized acts of that kind, that an unlawful element enters;

and that unlawful element is the organized conspiracy—the boycott. Mr. Taft confuses the boycott, which is unlawful, with the acts, perfectly lawful in themselves, which taken together may furnish evidence of a boycott, and thereby seeks to justify the issue of injunctions to prevent the doing of lawful acts, by an appeal to the well justified public disapproval of boycotts.

But, as we have seen, his reasoning does not justify his conclusion. It justifies nothing but an injunction to prevent a boycott, if indeed it justifies even that. The boycott is in its very nature criminal. It is unlawful because it is a criminal conspiracy. It is one act of which, however, various other acts are evidence. The proper way to deal with it is by trial in a criminal court, where the jury can weigh the evidence, consisting of various acts, innocent in themselves, and determine whether, taken together, they show the crime of boycotting. But if it is urged that boycotting is not a crime, then let an injunction issue forbidding boycotting, and forbidding nothing else. For why punish the innocent with the guilty? Then the spirit and genius of our legal system, and our constitutional rights, can be preserved by trying before a jury the person who is charged with boycotting—the very remedy proposed by the Democratic platform.

But Mr. Taft exhibits still greater confusion of thought when he discusses the Democratic platform. He condemns the demand that injunctions should not issue in industrial disputes where they would not issue if no industrial dispute were involved. He condemns it as "disingenuous," "loosely drawn," "vague and ambiguous," and because it "does not aver that injunctions should not issue in industrial disputes." But how could language be more clear and concise? And it meets the situation fully and correctly. The case against injunctions in labor disputes is two-fold: first, they subvert the Constitution by usurping the jurisdiction of the criminal courts, and thereby depriving the accused of his right to be confronted by the witnesses against him and to a trial by jury; second, they forbid people doing that which is lawful. Injunctions never issue to prevent crimes, except in labor disputes, and never issue to prevent that which is lawful, except in labor disputes. Therefore, the provision that injunctions should never issue, except where they would issue were no industrial dispute involved, meets the whole situation squarely. Nor would it do to provide that they should never issue in industrial disputes. We have seen that, in the present state of the law, perhaps injunctions should issue to prevent one thing—the boycott. Certainly they should issue to prevent actual physical trespass on the employers' property; for they would issue if there were no industrial dispute. This is all taken care of, tersely and concisely, by the Democratic platform. But Mr. Taft, ignorant of the law, and confused in his thought, is unable to see the clear application of this very clear provision, and gropes, like one blindfold, for some hidden meaning which does not exist, and the result is an absurd misstatement of the provision, its meaning, objects and effect. For Mr. Taft seems unable to understand that what the laboring man wants, and what the Democratic party offers him, is his just rights, and nothing

(Continued on page 11.)

On the Atlantic Coast.

(Contributed by the Atlantic Coast Seamen's Union.)

THE SEAMEN AND THEIR FRIENDS.

The great concern displayed by a large number of the newspapers for fear that organized labor will follow the advice of the American Federation of Labor to support its friends and oppose its enemies at the coming election, is simply another attempt to divide the workers against themselves, and is in line with the usual tactics of those papers whenever the interest of organized labor is concerned. These same papers, and quite a few individuals, are loud in their criticism of President Gompers, of the American Federation of Labor, for trying to carry out the policy of the Federation. Organized labor is, however, well acquainted with these critics because between elections they are, as a rule, openly hostile to their cause.

The campaign carried on by the National Manufacturers' Association to exterminate organized labor, the recent destructive labor decisions handed down by the courts, and the refusal of the party now in power to enact remedial legislation asked for by organized labor has made the workers realize that political action is a necessity. Hence the motto of the American Federation of Labor: "Stand faithfully by our friends, oppose and defeat our enemies, whether they be candidates for President, for Congress, or other offices."

It should not be forgotten that the seamen, also, have some interest in this question, because the employers, in their efforts to destroy or cripple the labor unions, have not by any means overlooked the International Seamen's Union of America.

No one who is at all familiar with the affairs of the seamen's organization will deny that the seamen are as much in need of legislation as their fellow-workers ashore, nor can any fair-minded person say that the International Seamen's Union has not done all that could be done toward inducing Congress to pass the bills asked for by the seamen.

The present Administration has an overwhelming majority in both Houses of Congress, and can pass or prevent the passage of any legislation that it wishes. The record shows that the measures asked for by labor have either been contemptuously ignored or else passed in such a way that any corporation who sees fit to attack them in court generally finds but little trouble in having them declared unconstitutional. It would be a safe bet that the legislation obtained by the seamen in 1895-98 could not have been gotten from the present Congress.

The seamen should not forget that the Maguire Act, passed in 1895 by a Democratic Congress, was the first practical legislation obtained in behalf of the seamen and at their request. James G. Maguire, then Democratic Congressman from California, and sponsor of the bill which bears his name, has earned the everlasting gratitude of the American seamen.

The White Act of 1898 was championed through Congress by United States Senator Stephen M. White, another Democrat from California, whose memory the seamen will ever honor, and while the complexion of Congress was Republican then, it was composed mostly of new members and not so

thoroughly corporationized as it now is.

The efforts put forth in behalf of the seamen by Congressmen Spight, of Mississippi; Golden, of New York, and Livernash, of California (Democrats, all of them), during the ten years intervening since 1898, has been studiously ignored by the Republican majority in both Houses of Congress.

The seamen may well profit by their past experience, and in common with their fellow-workers ashore, "support their friends and oppose their enemies."

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A QUICK JOB.

One of the quickest jobs of discharging passengers and cargo and taking on a return load of both was pulled off in Boston recently. The Dominion-Atlantic liner Prince George was four hours late in arriving from Yarmouth, as she was late in leaving the Nova Scotia port. It was 1 o'clock when she arrived at her Boston berth. She was due to sail back to Yarmouth at 2 o'clock and such good work was done by the long-shoremen that she was delayed only one hour by her lateness. Promptly at 3 o'clock Captain McKinnon ordered the lines cast off. And in the short interval of two hours she had landed an immense cargo of berries among other freight. Berries require much care in handling and the job is all the more remarkable for that reason.

NEGRO SCABS IN TROUBLE.

The schooner Dorothy Palmer, of the Palmer fleet, which always carry negro scabs, left Boston for Newport News a week ago, and arrived in Boston again last Sunday, after losing all her sails, and two of her booms and gaffs. It appears from all accounts that in a sudden squall which lasted for an hour the negroes were so scared that they could do nothing, and just simply watched the sails blow to ribbons. It will be an expensive trip, and the \$35.00 a month the Palmer Company saved by carrying scabs, may purchase lace-lines with which to bend new sails.

ATLANTIC COAST NOTES.

Agent George Foley, of the Portland Branch of the Atlantic Coast Seamen's Union, is back at his post in Portland.

Secretary Griffin, of the Atlantic Coast Marine Cooks and Stewards' Union, has arrived in Mobile on an extended visit to the Gulf ports.

Agent C. H. Sheraton, of Mobile, who has been in New Orleans during the absence of Agent Bodine, has resumed his duties as Agent in Mobile.

Secretary Sullivan, of the Atlantic Coast Marine Firemen's Union, has arrived in the Gulf, Headquarters having been removed from Brooklyn, New York, to New Orleans.

Demand the union label on all products.

SHACKLING THE MISSISSIPPI.

Perhaps there is no fact regarding the attempts to make a tame and navigable stream of the Mississippi more interesting than the one that contractors and boomers demand that the river itself be controlled at a least possible cost of \$200,000,000. Between New Orleans and Cape Girardeau there are hundreds of miles of caving banks and rolling waves of sands to be matted and jettied, in order to secure a permanent depth of fourteen feet throughout the channel's course. A canal dug down the river lowlands would reduce the distance from over 1000 miles to less than 600 miles. The cost of dredging a canal down the bottoms, putting in the twenty-five or thirty necessary locks and rights of way, would amount, all told, to less than \$75,000,000. The canal would, at one stroke, solve the question of draining the St. Francis and Tensas bottoms. It would reduce the cost of maintaining a permanent depth of 14-feet navigable channel from \$10,000,000 a year to less than \$1,500,000, and it would cut the time required to secure a fourteen-foot channel from an uncertain number of years to two or three years.

The fact that the Mississippi valley demands the taming of the Mississippi itself can be traced to the river's own lawless challenge flaunted in the face of humanity time out of mind. The people of the Mississippi valley are at heart not so anxious for a deep-water way and for sight of ocean-going steamers at the wharves of St. Louis, Vicksburg, Memphis, and other river towns, as they are for sight of the river humbled and humiliated and in shackles.—R. S. Spears in the September Atlantic.

SEAMEN SUFFOCATED.

The four-masted bark Puritan, bound from Boston to Vancouver, B. C., while lying below the Castle awaiting a favorable opportunity to proceed to sea, met with an accident which cost the lives of four members of her crew. It seems that a bale of oakum had caught fire from spontaneous combustion, and as the fore-peak hatch had not been removed for a week all the oxygen had been consumed, and when one of the crew was sent down in the fore-peak for some canvas, he failed to show up after five minutes' absence. The mate then sent two men down to see what the matter was. The latter had no sooner reached the bottom of the steps than they fell. The mate went down and managed to crawl back before he was overcome. Another member of the crew went in to rescue his shipmates and was never seen alive again. The second-mate was twice overcome while recovering bodies, as were also some of the members of the fireboat crew, who responded to the signals of distress sent from the bark.

Two of the men who died were union men, Albert E. Olsen and E. Massee. The bark has sailed, and it is hoped that she has seen the last of her ill-luck. Seven seamen and the second-mate are union men.

Agent George C. Bodine has arrived in New Orleans, and taken charge of the Branch.

World's Workers.

Fishermen at Fremantle, West Australia, have gone on strike against certain obnoxious municipal by-laws regulating the fish market.

In 1906 the membership of the Federated Waterside Workers of New Zealand was 1200. Now it is 4600, and still growing numerically.

Mr. R. Barr-Smith has presented the Adelaide (Australia) Trades Hall Committee with a check for £2300, to liquidate all existing liabilities on the hall.

A maritime federation, which will embrace about twenty different unions engaged in the shipping industry of Australia, is in process of formation in Sydney.

Meetings of unemployed are being held in the various parts of New Zealand, and resolutions passed opposing the Government's policy of attracting immigrants.

Labor Minister Millar, of New Zealand, is threatening to prosecute the operative bakers of Wellington, who went on strike for a higher wage than the Arbitration Court award.

The Premier of West Australia recently acted as arbitrator in the dispute between the Wood Cutters' Union and the Firewood Companies, and his award closed a strike which, if continued, would for a time have paralyzed the State.

In reply to a deputation from the Sugar Workers' Union, that waited on him at Mackay, Australia, the Minister for Customs (Hon. A. Chapman) said he was satisfied that the Federal Parliament would never sanction a reduction of the wages, because the Government had fixed the rate of 22s. 6d. Parliament would not listen for a moment to cutting it down.

The Canterbury (N. Z.) Board of Conciliation has recommended that the general farm laborers be paid 25s per week in addition to board; day laborers, 6s. 6d.; casual workers, 1s. per hour; ploughmen, 24s. per week, with 2s. for each horse over four. The hours of work to be eight per day except in the case of ploughmen, who shall attend to horses in addition.

Sydney (Australia) tailoresses have nothing to do with Premier Wade's Industrial Disputes' Act. At a meeting of their union recently they carried a resolution that they would refuse to in any way recognize the Wage Board system, and instructed their Secretary to take steps to withdraw all penalty cases now pending and arising out of the defunct Arbitration Act.

In connection with the lockout of the members of the Brisbane (Australia) Painters and Dockers' Union, representatives of the Boilermakers, Ironworkers' Assistants, Painters and Dockers' and Engineers' Unions waited on the manager of a steamship company recently with a result that the 1s. per hour was restored to the unionists, and the lockout declared off.

A Viennese journalist has invented a machine which is considered likely to revolutionize the art of printing. The machine is similar to a typewriter, and is worked in a similar manner. It produces a matrix ready for the stereotyper. The matrix can be made from 2 inches to 6 feet wide. From 70 to 80 words per minute can be easily printed. It is said the machine will reduce the cost of printing 90 per cent.

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INFORMATION WANTED.

John Simpson, better known as Jack Simpson, age 32, who has sailed out of New York on the Portland Line, is inquired for by his relatives, Mr. J. Childs, 208 McDougall street, Brooklyn, N. Y., or communicate with the Atlantic Coast Marine Firemen's Union, 15 Union street, Brooklyn, N. Y.

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of Union Saloon, SAN PEDRO, CAL.

INFORMATION WANTED.

Jack Joseph is requested to communicate with the Secretary of the Sailors' Union of the Pacific.

Theodore Hansen, a native of Germany, last heard of two years ago at San Francisco, is inquired for. Address, Coast Seamen's Journal.

George Bourgevis is inquired for by Ed. M. Bourgevis, who has news which will require his attention. Address, 3104 West 99th street, Cleveland, Ohio.

Wilford Lawton Easterbrook is inquired for by his mother. Anyone knowing his present whereabouts please notify Mrs. Nettie L. Easterbrook, 146 East 26th street, Portland, Or.

Nils Nilson, a native of Stavanger, Norway, last heard of at Buffalo, N. Y., four years ago, is inquired for by his parents. Address, Nils Nilson, Nedre Bloosenborg, No. 9, Stavanger, Norway.

Hans A. Ericksen, a native of Drammen, Norway, last heard of on the Atlantic Coast in 1903-1904, is inquired for by his brother. Address, Olaf B. Ericksen, Box 155, North Chicago, Ill.

Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Langgatan No. 26, Kalmar, Sweden.

Pacific Coast Marine.

The schooner Dauntless, Captain O. A. Jansen, was enrolled at the San Francisco Custom-house on September 10.

The ship Almendral, which has been on the overdue list at 10 per cent, has arrived at her destination, Valparaiso.

The bark B. P. Cheney, which arrived at San Francisco on September 10 from the Alaskan canneries, brought 1000 barrels and 43,000 cases of salmon.

Two vessels were enrolled at the San Francisco Custom-house on September 11: Steamer Homer, T. P. Dorris, master; steamer Jeannie, M. M. Jensen, master.

The salmon carriers Manga Reva, Electra and P. B. Cheney arrived at San Francisco on September 10, from Alaska. The two first-named vessels carried 105,000, 20,422 cases, respectively.

The men returning from the Alaskan canneries report that the season was a quiet one, there being no disturbances of any kind at the various stations. This season's Alaskan salmon catch is estimated to be the largest ever known.

Wellesley Moore, who has been connected with the British Consulate in San Francisco in various capacities since 1877, has been promoted to the position of Consul at that port, and is now en route from England to assume his new position.

The ship Lucile dragged her anchors off Smoky Point, at the mouth of the Ugashik River, Alaska, on August 18 and went ashore on a sand spit, becoming a total wreck. All hands reached shore, but the ship and her cargo of 39,000 cans of salmon are a total loss.

Two vessels having been reported were removed from the overdue list on September 8. They were the bark Saxon, 137 days from London for Newcastle, N. S. W., quoted at 8 per cent and the ship Siam, 178 days from Adelaide for Falmouth, which was also quoted at the same rate.

Suit was brought at San Francisco on September 8 by the Atchison, Topeka and Santa Fe Railroad against the Pacific Mail Steamship Company to recover \$186, the price of a hawser of the tug E. P. Ripley, which was broken by collision with the City of Topeka.

The new drydock now under course of construction at the Mare Island (Cal.) Navy Yard is over 75 per cent completed. At the present time over one-half of the flooring is finished and two-thirds of the walls. It is expected that all of the concreting will be completed by Christmas.

The American ship Columbia, at San Francisco on September 6 from Nushagak, Bristol Bay, brought news of a bloody feud between the Portuguese and Japanese cannery hands, and reported that this season's salmon catch amounts to 1,127,000 cases.

The Russian Ambassador in Tokio, M. Malevitch, is endeavoring to have Japan join the pelagic sealing agreement between Great Britain, the United States and Russia under which restrictions are made for the preservation of the seal herds of Bering Sea and the Commander Island rookeries.

The following changes of masters were recorded at the San Francisco Custom-house on September 8: Steamer Temple E. Dorr, H. Paulsen, vice A. M. Pangee; steamer Queen, H. C. Thomas, vice C. F. Hall; steamer Modoc, B. N. Rideout, vice Enos Fouratt, Jr.; steamer Alvison, George W. Morriss, vice Charles Jarvis.

Word was received at San Francisco on September 9 that the British ship Scottish Moors, bound from Hamburg to this port, and which had put into Montevideo on the 27th of July last in a damaged condition and which had sailed August 27th, had again returned for repairs. She will be delayed several weeks.

The steamer Westport returned to San Francisco on September 11 disabled. While on her way to Crescent City the high-pressure cross-head broke and the steamer was badly handicapped. It was thought better to return to San Francisco than to continue the trip, so the Westport was put about, but proceeded slowly, not making more than three miles an hour.

Quarterly inspection of the ferry-boats running out of San Francisco has just been completed by the local board of Steamship Inspectors and

everything was found in good condition and up to the standard of requirements. The inspection not only included the hulls and engines but the life-preservers, fire hose and connection, life-rafts and lifeboats.

By order of the United States District Court at San Francisco, Marshal Elliott will sell the ship British Yeoman at public auction on September 21, to satisfy the many claims which have been filed against the vessel. They aggregate something over \$12,000 and include everything from master's and crew's wages to towage and ballasting.

A derelict, which is believed to be the Kinomoto Maru, the Japanese vessel which has never been heard from, was passed by the steamer Asia, now at San Francisco, on August 17, at 5:15 a. m., in latitude 33.56 north, longitude 163.25 east. The derelict was of Japanese build, and as near as her name could be made out it resembled that of the lost Japanese vessel.

In the Municipal Court at Portland, Or., on September 10, Mate Black, of the steamer Roanoke, pleaded guilty to a charge which had been preferred against him of firing a Lyle gun, carried on board, in the harbor, giving as an excuse for his act that a United States law made it imperative for the gun to be tested every thirty days. Judge Van Zante dismissed the case.

It is reported, although denied in certain quarters, that Harriman has entered into an arrangement with the Ocean Steamship Company for the sale of the three steamships of the Oceanic line to the Pacific Mail, to be used in the inauguration of an express service between San Francisco and Ancon, in the Panama Canal Zone.

The British bark Carnedd Llewellyn and the Norwegian bark Ester were taken off the overdue list on September 8 and posted as uninsurable. This practically means that the vessels have been given up, although they have not yet been officially posted as lost. The first-named vessel is now out 209 days from Caleta Buena for Falmouth, and the latter is 285 days out from Amsterdam for Macassar.

The Navy Department has ordered a wireless sent Admiral Swinburne from Honolulu to keep a sharp lookout for the missing British steamer Aeon, and on arrival at Apia to notify the cruiser California, which will be at Suva by that time in order that his report may be cabled to the Department from Apia. In case Admiral Swinburne finds no trace of the Aeon, it is intended to send the Colorado, now at Puget Sound, and the Milwaukee, now at Panama in search.

The following changes of masters were recorded at the San Francisco Custom-house on September 10: Steamer Acme, Gudmund Olsen, vice J. D. Jacobs; steamer Mogarich, George E. Stolz, vice W. H. Thomley; steamer Blossom No. 2, Nathan T. Buckingham, vice W. H. Thomley; steamer Emma, H. J. Thielmann, vice J. C. Susan; schooner Mary Frances Cruz, William Meins, vice Louis Healy; steamer Willapa, Gustav Johnson, vice Bernhard Anfinden.

A suit in admiralty was filed in the United States District Court at San Francisco on September 10 by Haviside, Wood & Co. against the American schooner Ottillie Fjord to recover \$555.67 alleged to be the value of supplies furnished to the schooner at the instance of her master between December 4, 1907, and March 27, 1908, while she was in San Francisco harbor. Interest is asked on the several amounts, making up the totals, from the dates on which the supplies were furnished up to the time they are paid and for costs of the action.

Following is the reinsurance list, as posted at San Francisco on September 11: Ship Toxteth, 194 days from Port Talbot, 90 per cent; ship Aeon, 68 days from San Francisco for Auckland, 55 per cent; ship Mabel Rickmers, 114 days from Yokohama for Bangkok, 65 per cent; bark Hongomok, 65 days from Coquimbo for Havre, 50 per cent; bark Alice, 113 days from New Caledonia for Rotterdam, 15 per cent; bark La Barche, 121 days from New Caledonia for Glasgow, 15 per cent; bark Belen, 151 days from Eureka for United Kingdom, 8 per cent; ship Antigua, 134 days from New Caledonia for Rotterdam, 15 per cent; ship Hyderabad, 121 days from Taltal for Rotterdam, 8 per cent.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 1209 Merchants' Exchange Bldg., Twelfth Floor, California St., near Montgomery. Phone Kearny 2218.

For good beds and clean rooms, go to "THE HARRISON," 456 Harrison street, corner of First, San Francisco.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

AMERICAN FEDERATION OF LABOR.

WM. H. FRAZIER, Secretary-Treasurer,
1½A Lewis St., Boston, Mass.

AFFILIATED UNIONS.
ATLANTIC DISTRICT.

ATLANTIC COAST SEAMEN'S UNION.

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HARBOR BOATMEN'S UNION OF NEW YORK AND VICINITY.

Headquarters:
NEW YORK, 85 West St.

INLAND SEAMEN'S UNION.

Headquarters:
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KINGSTON, Ont., Canada, (Box 96), King St.

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CONNEAUT HARBOR, O., 992 Day St.
SOUTH CHICAGO, Ill., 113 92nd St.
SANDUSKY, O., 510 Meigs St.

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DETROIT, Mich., 7 Woodbridge St.
MILWAUKEE, Wis., 157 Reed St.
ASHTABULA, Ohio, 85 Bridge St.
CONNEAUT, Ohio, 995 Day St.
TOLEDO, Ohio, Cherry and Summit Sts.
WEST SUPERIOR, Wis., 401 Tower Ave.
SOUTH CHICAGO, Ill., 83 Ninety-second St.
OGDENSBURG, N. Y., 8 Judson St.
BAY CITY, Mich., 203 Fraser St.

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TOLEDO, Ohio, 1702 Summit St.
NORTH TONAWANDA, N. Y., 154 Main St.
OGDENSBURG, N. Y., 94 Hamilton St.
BAY CITY, Mich., 919 Water St.
ASHTABULA HARBOR, Ohio, 74 Bridge St.
CLEVELAND, Ohio, 929 Superior Ave.
CHICAGO, Ill., 242 South Water St.
MILWAUKEE, Wis., 317 Virginia St.

Sub-Agency.

CONNEAUT, O., 891 Day St.

(Continued on Page 10.)

COAST SEAMEN'S JOURNAL

PUBLISHED WEEKLY BY
THE SAILORS' UNION OF THE PACIFIC
Established in 1887

W. MACARTHUR, Editor | P. SCHARRENBURG, Mgr.

TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 44-46 East Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 16, 1908.

A GREAT LABOR DAY.

Reports from all quarters show that Labor Day was celebrated more generally this year than ever before. The increased interest manifested in the day is apparent not only among the organized workers in the large industrial centers, but also, and more significantly, among the workers in the small towns, and even hamlets. That the spirit of Labor Day is spreading among the people in all sections, that the day is becoming a National holiday in practical fact as well as in name, is demonstrated by the spontaneous manner of its celebration in many localities that ordinarily take no part in the activities of the general labor movement. The Labor Day celebration of 1908 amply justifies the prediction that that day will shortly eclipse all other holidays in point of the personal interest displayed by the people at large.

As usual in recent years, San Francisco was among the foremost, if not actually the first, of the great cities in doing honor to the occasion. Approximately thirty-five thousand workers marched in two parades, one being held under the auspices of the Labor Council and the other under the auspices of the Building Trades Council. These numbers indicate a falling off as compared with the showing made in the earlier years of the decade, due naturally to the changed conditions of the industrial world. In all other respects, however, the celebration was well up to the standard set by the labor movement of the city. The day passed without a hitch of any kind, and the impression created by the orderly display of labor's forces will not soon be forgotten by those who witnessed it.

Prominent among the familiar features of the Labor Day celebration in San Francisco was the display made by the Sailors' Union of the Pacific. The Union was represented in the parade by three hundred and fifty members, wearing the well-known uniform and marshaled by Comrade Ed. Andersen. An advance guard, two bands and a float combined to make the Sailors' Union probably the most attractive body in the Labor

Council's parade. The float was, of course, the Union's "piece de resistance." The latter feature was constructed to represent the Union seal, the design of which is contained in the center-piece of the JOURNAL heading. The classical conception of "Neptune and the Nereids" was realistically executed in every detail. Comrade Henry Bryndal officiated as Neptune, surrounded by nereids, impersonated by the Misses Maud Wells, Cora Teague, Olga Anderson and Helen Meyers. The float, under the management of Comrade E. Ellison, evoked the greatest enthusiasm along the entire line of march and received honorable mention from the committee on prizes. The prize for the best float was awarded the Ice Wagon Drivers' Union, an honor which, in the opinion of the public, was very evenly shared between the Icemen and the Sailors.

The celebration was concluded by literary exercises, the Building Trades Council carrying out that part of the programme at Shell Mound Park, and the Labor Council at the Sixteenth-street Theater. The principal speakers at the Labor Council meeting were Messrs. Wm. P. McCabe, John W. Sweeney, Geo. A. Tracey and Edward J. Livernash. The latter gentleman delivered a splendid address, which was enthusiastically received by an audience that completely filled the hall.

Altogether the celebration of Labor Day, 1908, was well worthy the occasion. The events of the day will live long in the memory of those who participated in them and serve as an inspiration upon all future occasions of the kind.

LABOR IS NON-PARTISAN.

Many "friends of labor," in their solicitude for the "dear working man," affect to be very much concerned over the danger created by the attitude of the American Federation of Labor and its affiliated bodies in the present political campaign. Those friends of ours have no fear for themselves or for their own favorites in the political field; their concern arises from no merely selfish considerations. On the contrary, our friends are actuated solely by fear for the welfare of labor, and organized labor at that. In a word, our friends are afraid that the labor movement, by "going into politics," is endangering its power and stability. It is pleasing to observe these evidences of goodwill toward the labor movement in quarters which up to the present have never been suspected of caring a continental whether the labor movement lived or died. It is, if anything, even more gratifying to reflect that the solicitude of our friends is entirely baseless, having no justification other than in the fear that naturally accompanies a friendship bordering upon actual love. Our friends may rest at ease. The labor movement is in no danger as the result of "going into politics," for the simple reason that it hasn't gone into politics.

The attitude assumed by the labor movement in the present campaign is set forth in a statement issued by the Executive Council of the American Federation of Labor, at a meeting held in Washington, D. C., last week. The statement, as reported by the press, is as follows:

We shall in the future, as we have in the past, shape our course upon a non-partisan basis.

We desire to refute here the aspersions cast

upon the Executive Council practically and of its members and President Gompers, that it is our purpose or his to dictate to the working people of our country how they should cast their votes in the coming election, nor has any one promised the vote of the workingmen to any particular party.

We have strongly, clearly and emphatically, as it was our duty, presented the situation in which workingmen of the country find themselves, the demands which labor has made upon both political parties as to necessary action which they should take, the treatment they have received, and have appealed to the judgment and patriotism of the working people and the friends of labor throughout the country, since both political parties have spoken, to make their choice as their conscience may dictate.

We have so conducted and propose to so conduct our course that the labor movement shall remain as free and independent from political partisan domination as it has ever been in its history.

This statement should set at rest all fears concerning the possible results to the labor movement from its participation in the campaign. Practically and literally, the action of the labor movement has been confined to a presentation of the position taken by the respective political parties upon those matters of direct interest to the organized workers. So far as the JOURNAL has been able to learn—certainly so far as the JOURNAL itself has spoken—no attempt has been made to dictate how the members of organized labor shall vote. At no time has it been even suggested that the organized workers should vote for this or that party. The facts concerning the attitude of the parties have been presented, the voters being left entirely free to follow the judgment of their own intelligence and conscience. The charge that the labor movement has "gone into politics" seems to be based upon the fact that the party records presented by the American Federation of Labor leave the voter no real choice between the parties. Obviously, in these circumstances, the party records themselves, not the action of the labor movement in presenting the records, must be held responsible for any partisan bias that may result.

The facts being as they are, the only way in which the labor movement can escape the suspicion (among those who are disposed to be suspicious) of partisan leanings is to gloss the records or ignore them. Such a policy would be either dishonest or cowardly. Common courage—the most primitive instinct of self-preservation—demands that the labor movement shall protect itself against attack from any quarter, and common honesty demands that in protecting itself it shall tell the whole truth concerning both friend and foe. Those who are disposed to be critical, suspicious or fearful concerning the attitude of organized labor may reassure themselves by reflecting upon the probable results of a do-nothing policy on the part of the American Federation of Labor. Let us suppose that the Federation had kept silent and inactive, what then? Of course, the Federation would have been condemned, and rightly, as a cowardly and spineless outfit, more concerned to save its reputation for non-partisanship than to vindicate its claims to decent consideration, even at the risk of aiding its enemies to achieve victory under false pretenses. Presumably some risks must be taken, even by the most judicious, but in this matter it is highly probable that the labor movement has erred, if at all, on the safe side. The errors of mistaken judgment are often disastrous, but the errors of cowardice are always fatal. Our friends may compose themselves. The labor movement is in no

danger of falling out with itself, for the reason that it has not departed from its established policy of "no politics in the unions," and for the further reason that it is practically unanimous in support of the policy adopted in the present campaign.

THE LABOR DAY PRESS.

By no means the least important feature of the Labor Day ceremonies is the distinction conferred upon that day by the labor press of the country. With each successive anniversary the part played by the labor press becomes more important. The celebration of the present year exemplifies this rule in a striking manner. Among the JOURNAL's exchanges so far to hand the following are noticeable on account of the special efforts made by them to signalize Labor Day in a fitting manner:

Labor Clarion, San Francisco, Cal.; Organized Labor, San Francisco, Cal.; The Chronicle, Cincinnati, O.; Michigan Union Advocate, Detroit, Mich.; Labor Leader, Baltimore, Md.; Iowa Unionist, Des Moines, Ia.; Industrial Era, Roanoke, Va.; Labor Advocate, Nashville, Tenn.; Labor Journal, Rochester, N. Y.; The Unionist, Mobile, Ala.; Union Labor Journal, Erie, Pa.; Cleveland Citizen, Cleveland, O.; The Citizen, Los Angeles, Cal.; Trades Unionist, Vancouver, B. C.; Union Labor Advocate, Chicago, Ill.

An attempt to enumerate the particular features displayed by our labor contemporaries would be useless, besides being invidious. Suffice it to say that these papers are without exception creditable not only to the great cause which they honor but also, and in greater degree, to the mechanical and editorial features of journalism. A survey of the Labor Day press gives new force to the reflection that the labor movement owes as much, if not more, to the labor paper than to any other agency—more, unfortunately, than it is able to realize or willing to acknowledge. The JOURNAL extends congratulations to its contemporaries and wishes for them a full measure of that satisfaction that follows a deed well done, accompanied by so much of the material rewards of their efforts as Dame Fortune may deign to bestow upon them.

"The Cry for More (In) Equity," republished in this issue, from the current American Federationist, will repay perusal by those who are disposed to entertain a lingering doubt concerning the soundness of labor's position on the Injunction. In the course of the article in question, President Gompers quotes the very highest authority for the position assumed by the labor movement, namely, that injunctions should not issue to prevent crime nor to restrict personal rights, for the reason that an injunction issued in the first-named case deprives the person charged of his rights under the criminal law, while in the last-named instance it overrides the Constitution. There is no gainsaying the point made by President Gompers, that the cry for the extension of the equity power, under the pretense that it is better to prevent crime than to punish it, is merely a cry for more inequity, for more government by equity (that is, by injunction) and less government by law. As has been frequently pointed out, and reiterated by President

Gompers in the present article, the advance of government by equity (injunction) means inevitably the recession of government by law. If popular institutions are to be maintained the principle of government by the people, rather than by the courts, must be upheld.

A meeting of labor editors was held in Chicago, Ill., on September 1, at which over forty editors of official craft journals were present. The meeting was called for the purpose of discussing the present political situation and devising means to further the interests of organized labor in the campaign. The action of the American Federation of Labor was indorsed, as was also a statement showing the attitude of the Republican and Democratic parties on the Injunction. Only two votes were cast against the resolutions on these subjects. A resolution providing for the formation of a Labor party was voted down, receiving but one vote. The unanimity prevailing among the labor editors is a reliable criterion of the sentiment that exists among the organized workers of the country, always excepting that element of the "progressives" that is congenitally opposed to common sense and irretrievably committed to "radical, class-conscious politics."

A somewhat significant fact is discernible in the criticism of the American Federation of Labor concerning its policy in the present political campaign. Without exception, so far as we have observed, those who object to the Federation's policy are openly committed to one or other of the political parties, Republican, Socialist, or Independent. Not one of these critics is favorable to the Democratic party. Of course, the critics profess to be actuated solely by the consideration of "no politics in the union," but the rather remarkable coincidence (?) of their own political preferences raises a very reasonable doubt as to their good faith.

The reader's attention is directed to the article, "Taft on the Injunction," republished on page 2 of this issue, from The Public, of Chicago, Ill. The author of the article, Mr. William G. Wright, is distinguished by the lucidity and comprehensiveness of his views on the subject of "Government by Injunction." No reader of Mr. Wright's articles can fail to be convinced of the fundamental soundness of labor's position on the subject. Whatever doubt may still exist may be removed by a perusal of the views expressed by other good authorities.

This issue of the JOURNAL concludes the twenty-first year of publication. Next week we shall enter upon the twenty-second year of our youth.

Remember the Cigarmakers when buying long smokes. Demand the blue label!

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters, Buffalo, N. Y., Sept. 8, 1908.
Shipping dull.

J. M. SECORD, Secretary.

ATLANTIC COAST SEAMEN'S UNION.

Headquarters, Boston, Mass., Sept. 8, 1908.
Shipping fair.

WM. H. FRAZIER, Secretary.
1½ A Lewis St.

OFFICIAL

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Sept. 8, 1908.
Regular weekly meeting was called to order at 7:30 p. m., J. P. Rasmussen in the chair. Secretary reported no change in the situation. Delegates were nominated for convention of the California State Federation of Labor. It was decided to send three delegates to the 13th annual convention of the International Seamen's Union of America, which opens at New Orleans, La., on December 7, 1908. Nominations of delegates will be made at Headquarters and Branches in the regular meetings held on or about September 28; the election will be held by general ballot on or about November 2, 1908.

September 14, 1908.

Regular weekly meeting was called to order at 7:30 p. m., H. G. Lundberg presiding. Secretary reported that shipping remains dull.

Notice: The election of delegates to the convention of the California State Federation of Labor will be held in the regular meetings held at Headquarters, San Pedro and Eureka on or about September 21.

E. ELLISON, Secretary pro tem.
44-46 East St. Phone Kearny 2228.

Vancouver, B. C., Agency, Sept. 5, 1908.
No meeting; no quorum. Shipping dull.

A. E. SIMMONDS, Agent.
Cor. Carrel and Powell Sts. P. O. Box 1365.

Tacoma Agency, Sept. 7, 1908.
No meeting; no quorum. Shipping still dull, prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 8, 1908.
Shipping and prospects poor.

P. B. GILL, Agent.
1312 Western Ave. P. O. Box 65. Tel. Main 4403.

Port Townsend Agency, Sept. 7, 1908.
Shipping and prospects still poor.

W. MOLLER, Agent.
229½ Water St. P. O. Box 48. Tel. Main 1412.

Aberdeen Agency, Sept. 8, 1908.
Shipping medium; prospects good.

WM. GOHL, Agent.
P. O. Box 334. Tel. 225.

Portland, Or., Agency, Sept. 8, 1908.
Shipping dull.

D. W. PAUL, Agent.
51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 6, 1908.
Shipping and prospects poor.

J. W. ERICKSEN, Agent.
227 First St. P. O. Box 327. Tel. Main 553.

San Pedro Agency, Sept. 8, 1908.
No improvement in shipping; prospects poor.

H. OHLSEN, Agent.
P. O. Box 2380. Tel. Main 662.

Honolulu Agency, Sept. 1, 1908.
Situation unchanged.

JOSEPH T. LIDDY, Agent.
821 Alakea St. P. O. Box 314. Tel. Main 95.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 10, 1908.
Regular weekly meeting was called to order at 7:30 p. m., Dan Fulton in the chair. Secretary reported shipping quiet. Nominations of delegates to the convention of the I. S. U. of A., to be held in New Orleans December 7, 1908, will be made in regular meeting at Headquarters and the Branches on September 24, 1908.

EUGENE STEIDLE, Secretary.

Seattle Agency, Sept. 3, 1908.
Shipping slow.

LEONARD NORKGAUER, Agent.

San Pedro Agency, Sept. 3, 1908.
No meeting; shipping fair.

CHAS. M. DAWSON, Agent.

LAKE SEAMEN'S UNION.

Headquarters, Chicago, Sept. 8, 1908.
Situation unchanged.

WM. PENJE, Secretary.
143 West Madison St.

DIED.

Stephen Goff, No. 680, a native of England, aged 25, died at Fort Stanton, New Mexico, on September 6, 1908.

Andrew Schreier, No. 1859, a native of Germany, aged 26, drowned in the Kogiung River, Alaska, August, 1908.

ON THE GREAT LAKES

(Contributed by the Lake Seamen's Unions.)

NEW STEAMERS ORDERED.

A number of deals which mean the expenditure of more than \$1,000,000 and the employment of a large army of men for half a year were closed in the Lake trade recently.

The most important of the transactions was the placing of an order by the Pittsburgh Steamship Company with the American Shipbuilding Company for two monster freight steamers, to cost over \$900,000. The deal was closed by H. Coulby, president of the steamship company, which is the Lake end of the United States Steel Trust, and James C. Wallace, president of the shipbuilding company.

The new boats will be of the largest class, and will be completed and ready for business by the opening of next season. They will be practically duplicates of the eight last steamers built by the Steel Trust.

The new boats will be 600 feet long, 580 feet keel, 58 feet beam and 32 feet deep. They will have triple expansion engines and two Scotch boilers each. The big freighters will have a carrying capacity of about 13,000 tons, and will be modern ships in every respect.

The keels for the steamers will be laid on the new berths at the Lorain yard. That plant, which has been idle so far as new work is concerned, for a number of months, will be started in a few weeks with almost a full force. The men that are put to work when the keels are put down will have steady employment all winter.

In the construction of the two huge freighters 10,000 tons of steel will be used. The material will, of course, be furnished by the United States Steel Trust.

In addition to that deal, President Wallace of the shipbuilding company placed a provisional order with the Steel Trust for another block of 10,000 tons of steel. This material will be used in the construction of other new ships for which President Wallace expects to get orders shortly.

The American Shipbuilding Company has purchased the boilers and engines of the steamer Lafayette from the Pittsburgh Steamship Company. The Lafayette was wrecked on Lake Huron three years ago. The machinery and boilers will be placed in one of the new boats.

Another of the deals closed was the awarding of the contract for the boiler shop to be built by the American Shipbuilding Company in Lorain, to the American Bridge Company. This plant will be one of the largest of the kind on the Lakes. Work on it will be started at once and the shop will be completed in time to build the boilers for the new Steel Trust steamers. They will be sixteen feet in diameter and eleven feet nine inches long.

The Lorain plant will be kept pretty busy all winter, and if the deals for new ships that are on go through, Cleveland will get its share of new work.

Big improvements are being made at the old Globe yard. Much of the machinery from the Bay City plant, which was dismantled, is being installed.

With the two new steamers the Pittsburgh Steamship Company will have ten freighters of the 600-foot class. The other boats are the Thomas F. Cole, George F. Baker, Henry

Phipps, Thomas Lynch, J. Pierpont Morgan, H. H. Rogers, P. A. B. Widener and Norman B. Ream.

The steamers ordered recently will trade with Gary, the new ore receiving port on Lake Michigan. When the new plant is completed, it will require 5,000,000 tons of ore a season and considerable tonnage in addition, so the new boats will be needed.

LIGHT ON ROCK OF AGES.

The new lighthouse building on Rock of Ages, at the westerly end of Isle Royale, near the northern shore of Lake Superior, is practically completed. All of the heavy material has been transported to the rock, the vessels employed as tenders by the Government contractors have been discharged, as have the crew which manned the loading dock at Washington Island. Only the interior work on the lighthouse and the placing of the beacon are yet to be done, and it is expected that the light will be placed in operation by October 1.

The illuminating apparatus with which this lighthouse will be equipped is the first of its kind ever installed on the Great Lakes. Its characteristics will be a double white flash every ten seconds, which, owing to its intensity, is known as the "lightning-like flash," and under ordinary conditions of the atmosphere it will be visible twenty-one miles.

The foundation pier of the new lighthouse is cylindrical in shape, fifty feet in diameter and thirty feet high. The center of the lantern lens will be 115 feet above the level of the Lake. Congress appropriated \$125,000 for the construction of the light, and that sum has practically been exhausted. Construction was begun in June, 1907.

Rock of Ages consists of two rocks protruding from the water near the shore of Isle Royale. It has long been a danger spot. The construction of the light was a difficult task because of the exposed position of the site. Only on the east does the shore offer any protection from wind and waves.

NEW GRAIN ELEVATOR.

The Consolidated Elevator Company has awarded a contract to the Barnett & Record Company for the construction of a new grain elevator to be located on the site of the burned Elevator D, on Rice's Point. The house will be constructed of concrete and tile, and will cost in the neighborhood of half a million dollars. The storage capacity will be 1,400,000 bushels, which is 400,000 greater than Elevator D.

The new building will be a combination of working house and storage tanks. The working section will have a capacity of 600,000 bushels and the tanks of 800,000. It will be a strictly fireproof plant.

Work has begun in clearing the ruins for the foundation. The working house section is to be completed by June 1, and the entire plant will be completed by August 1, 1909. The new elevator will furnish employment for many men during the fall, winter and spring.

The tanks are to be built of concrete. The first story of the working section will be reinforced concrete. The bin division will be of tile, and the cupola of steel frames with tile inclosure.

PENJE EXPOSES TRICK.

The following communication from Secretary Penje, of the Lake Seamen's Union, appeared in the Superior (Wis.) Telegram, of August 10:

"On August 6 there appeared an interview in a Duluth morning paper, given by G. A. Tomlinson, a vesselowner of Duluth, in which he is quoted as saying that the Pittsburgh Steamship Company as well as other vesselowners, Mr. Tomlinson included, are not trying to crush the labor unions, which are composed of men engaged in work in connection with Lake navigation.

"The shipping-masters of the Lake Carriers' Association, who are working under the supervision of Rumsey, the chief shipping-master of that Association, are demanding and receiving the membership books of the union men employed on their vessels, and, besides that, in numerous instances the men are required to make the following affidavit to avoid being discharged, the State and county being changed when the occasion demands:

"State of —, County of —, ss.:

"I, John Doe, renounce all allegiance to any and all labor unions, particularly the Stewards', Seamen's, Firemen's and Oilers', and I declare it my intention not to join either as long as I follow sailing for a living. I am, therefore, at the present time a non-union man, and, if I can get a position on a Lake vessel, in the event of any strike of any description, involving the unions, I will stay by the ship and faithfully perform my duties as such employe as long as satisfactory to the officers of such ship.

"(Signed) JOHN DOE.

"Subscribed in my presence and sworn to before me this — day of —, 190—, notary public."

"The captains in Mr. Tomlinson's fleet as well as in the Pittsburgh Steamship Company's fleet, are, generally speaking, very obedient servants, and as such, of course, they do about as they are told. I doubt very much whether any captain in the employ of either of the above-named companies would dare to start a thing like the above affidavit without instructions or, at least, the consent of his owner.

"Union men are discriminated against right and left, and proof of this is so overwhelming that it is a surprise to learn that a man like Mr. Tomlinson, who pays such close attention to business, and a man of such high standing in his community should not be aware of this. The fact is, that when the Lake Carriers declared for the Open-Shop this spring, they had already closed in their docks by building an eight-foot-high fence all around them, and an army of armed private watchmen were subsequently employed and are still employed to-day.

"No one may enter these docks except with a pass from Rumsey's hirelings. The Lake Carriers should have given their policy the right name by calling it the 'Closed Shop' (closed to union men), because that is what they meant all the time. Later developments have proven this to be true beyond a doubt.

"WM. PENJE,

"Secretary Lake Seamen's Union."

Demand the union label on all products.

OLD SKIPPER DEAD.

Captain A. C. Bartlett, who died at Galien, Mich., recently, was another of the old-time vesselmasters who sailed the Great Lakes in the days when sailing ships predominated. He sailed into Cleveland port for many years and was well known to the veteran Lakemen there. He began sailing when a mere boy back in the early forties and continued until 1882.

In a recent letter to an old friend the veteran skipper told of the vessels he had sailed from 1852 to 1882. They were as follows: "Schooner Magic, for two years, rigged topsail and top-gallantsail; the Champion, rigged topsail and top-gallantsail; schooners Albattross, C. Y. Richman, Lark, J. S. Newhouse and Monteagle, one year each, rigged fore and aft." Then the list from 1865 to 1882 is: Steamers Old Concord, 1865-66; Comet, 1867; Benton, 1868-69; Norman, 1870-71; St. Paul, 1873; Messenger, 1875 to 1881; except two months in the Skylark in 1879; Lora, 1882 (bad boat)."

"There was never but one Magic, one Albattross, one Newhouse and one Monteagle," Captain Bartlett wrote. "The last time I saw the Magic she was alongside the Messenger in Chicago in 1878.

"I was on the schooner Napoleon on Lake Superior nearly all the summer of 1847. As to the early days, there were three full-rigged ships, the Superior, the Milwaukee and the Julia Palmer. The Milwaukee foundered at anchor off the Kalamazoo River about the year 1848, all hands lost. The Superior—I do not know what became of her, but I think she was lost near Buffalo, and the Julia Palmer was dismantled and converted into a side-wheel steamboat and was hauled over the portage of the Soo in 1847 and lost on Lake Superior."—Cleveland Leader.

"NOT FAIR TO THE MEN."

The Cleveland Plain Dealer says:

In some cases crews are being laid off at Upper Lake ports and the sailors are not paid for the time vessels are waiting at the docks. The matter has been reported to the officials of the Lake Carriers' Association and an effort will be made to stop the practice.

"It is not fair to the men," said a leading shipper recently, "and if we learn that any of the boats that carry our ore operate under that plan they will not get cargoes."

This is to impress upon your mind that they would not stand for any advantage being taken of the sailor yet. So you must not think that you will be imposed upon if they should succeed in "busting the unions." Oh, my, dear, no! The vesselowner loves you, and he won't see you lose anything—yet. "It is not fair to the men," is good. That man is a humorist, and should write for the joke papers.

W. H. JENKINS.

Conneaut, O.

The Government lighthouse tender Anemone, which arrived in Detroit recently after a long trip up the Lakes from the Coast, is the finest tender on the Great Lakes. The vessel is of the same type as the Marigold, now stationed at Detroit and was built in Camden, N. J. She is a twin-screw vessel, 190 feet long, 34 feet beam and 12 feet depth.

The inspector's quarters are finely fitted up on the new boat, and Inspector James T. Smith has transferred his quarters there from the Marigold. The Anemone will leave early in September on an inspection tour of the eleventh district.

MUST OBEY RULES.

No pardon will await the ship which runs the old middle Neebish Channel in the St. Mary's River downbound, according to Lieutenant-Colonel C. McD. Townsend, United States District Engineer, in charge of the regulation of the waterway.

"It is absolutely necessary that all downbound traffic should be taken out of the middle Neebish Channel by the first of the month," said Colonel Townsend. "So many dredges will be working on the various jobs in the old channel that with boats running both ways the congestion would reach the danger point.

"The new west Neebish is open now to downbound boats at all times. The Lake Carriers' Association has regular pilots on the ground and most of the independent owners have made arrangements among themselves whereby their masters have been shown the way through the passage at least once. The chandel will be lighted like a city street when the regular opening day comes, and I do not think there will be any trouble."

MARINE ITEMS.

The steamer L. C. Waldo is fitting out at Milwaukee, and the J. M. Jenks is laying up at Buffalo.

The steamer Oregon, owned by J. W. Squires, of Michigan City, loaded with pulpwood, ran aground on Diment Shoal. Fire broke out and the steamer is a total wreck. Part of the cargo was saved.

Chief Engineer Wm. Huff, of the D. & C. steamer City of Detroit, is dead of blood poison, caused by amputation of the foot, which was injured by being run over by a truck at Detroit some time ago.

The shipments of grain from Duluth-Superior in the week ending August 22, exceeded the receipts. Wheat receipts were 64,598 and shipments 258,198. Wheat on hand was 97,524 bushels, as compared with 2,574,357 for the same time last year.

Grain shippers at the head of Lake Superior have lined up vessel capacity for the last trip and winter storage at Lake Erie ports for about 2,000,000 bushels. Most of the ships that have been chartered will take flax and the freight and storage rate is 2 cents. More than half of the grain that was covered by freight contracts was taken by vesselmen at Lake Erie ports. About 700,000 bushels of the grain will be carried by a Cleveland fleet.

The Brownell Improvement Company, of Chicago, has the contract for constructing the foundations for the big Hulett machines that are to be erected on the new docks of the Lake Shore Company on the Lake front. Their outfit and men are now arriving to begin the work which is to be hustled, in order that the machines may be put in commission with the opening of next season. Something like 3,000 piles are to be driven to serve as a support for the concrete superstructure that will support the rigs. Maybe they can beat that 5-minute record.

INFORMATION WANTED.

Norman Hamburg is requested to communicate with Wm. Curry, Agent Lake Seamen's Union, Cleveland, O.

INFORMATION WANTED.

E. J. Wheeler is inquired for by his sister, Mrs. Lillian Allen, 2619 J street, Lincoln, Neb.

Comrade Walter Birrell will please communicate with Mrs. Leonard Hull, R. F. D., No. 1, Hope, Mich.

Second-Mate James Tobin, shipkeeper on the steamer Selwyn Eddy, at Milwaukee, is reported missing.

Ed. Rathenow, No. 5388, Lake Seamen's Union, is inquired for by his sister, Mrs. Chris Marquist, 429 N. Clark St., Chicago, Ill.

Thomas Bonner, No. 7823, Lake Seamen's Union, is requested to communicate with his sister, who is very ill, at Kingston, Ontario.

John Livingstone Ritchie, No. 21289, Lake Seamen's Union, is inquired for by his mother, Mrs. M. A. Ritchie, 283 N. Lisgar street, Toronto, Ont.

John McCormick, a marine fireman, who left the Lakes about a year ago, is inquired for by Frank McCormick, 191 Fourth street, Milwaukee, Wis. Important news.

William Nilson, a native of Stavanger, Norway, last heard from at Buffalo, N. Y., in December, 1907, is inquired for by his parents. Address, Nils Nilson, Nedre Blaasborg, No. 9, Stavanger, Norway.

Herbert Douglas, Lake Seamen's Union, No. 8400, is inquiring for his brother, John Douglas, who is supposed to have been seen recently in the Puget Sound country. He is 5 feet 8 inches in height, brown hair, blue eyes, fair complexion. Address Lake Seamen's Union, 143 W. Madison St., Chicago.

Anna Eisenbach, 215 Locust street, Allentown, Pa., administrator for Frank Eisenbach, drowned on steamer Cypress in October, 1907, wants to know in what bank the funds of deceased were deposited. She says he had money in a bank at some Lake Erie port. She also wants the address of second-mate Pitz, survivor of the Cypress.

LAKE SEAMEN'S DIRECTORY.

HEADQUARTERS:

LAKE SEAMEN'S UNION.

(Lake District International Seamen's Union of America.)

143 West Madison Street, Chicago, Ill.

Telephone, 1321 Monroe.

BRANCHES:

MILWAUKEE, Wis. 133 Clinton Street
Telephone 240 South.
BUFFALO, N. Y. 55 Main Street
Telephone 936 R. Seneca.
ASHTABULA HARBOR, O. 87 Bridge Street
Telephone 552.
CLEVELAND, O. 81 Main Street (Old Number)
Telephone Bell West 351.
TOLEDO, O. 54 Main Street
Bell Phone East 756.
NORTH TONAWANDA, N. Y. 152 Main Street
Telephone Bell 2762.

AGENCIES:

DETROIT, Mich. 7 Woodbridge Street, East
Telephone 3742.
ASHLAND, Wis. 515 East Second Street
Ashland Phone 1563.
SUPERIOR, Wis. 1721 North Third Street
Telephone, Old Phone, 4428 L.
BAY CITY, Mich. 108 Third Street
OGDENSBURG, N. Y. 40 Ford Street
FT. WILLIAM, Ont., Canada. Box 235
KINGSTON, Ont., Canada. (Box 96) King Street

SUB-AGENCIES:

MANITOWOC, Wis. 725 Quay Street
ERIE, Pa. 222 State Street
Telephone Bell 599 F.
CONNEAUT HARBOR, O. 922 Day Street
Telephone Local 233.
SOUTH CHICAGO, Ill. 113 92nd Street
Telephone 1944 South Chicago.
SANDUSKY, O. 510 Meigs Street

HOSPITALS AND RELIEF STATIONS.

UNITED STATES MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Manitowoc, Wis.
Ashtabula Harbor, O.	Marquette, Mich.
Buffalo, N. Y.	Milwaukee, Wis.
Duluth, Minn.	Saginaw, Mich.
Escanaba, Mich.	Sandusky, O.
Grand Haven, Mich.	Sault Ste. Marie, Mich.
Green Bay, Wis.	Sheboygan, Mich.
Houghton, Mich.	Sturgeon Bay, Wis.
Ludington, Mich.	Superior, Wis.
Manistee, Mich.	Toledo, O.

UNEMPLOYED IN EUROPE.

The results of a study by W. D. P. Bliss of what is being done for the unemployed in European countries are presented in Bulletin No. 76 of the Bureau of Labor, of the Department of Commerce and Labor. In their treatment of the problem European countries usually recognize three general classes of the unemployed—the employable, the unemployable, and the vagrant, the incorrigible, or more or less vicious.

The principal agency everywhere for dealing with the employable is the employment bureau, both private and public, but colonization and various efforts to get men "back to the land" in their home countries are also important.

Public employment bureaus in Germany have grown rapidly in the last twenty years, both in numbers and efficiency. In a recent year, for example, according to an official report, there were in Germany over 400 public employment bureaus, finding places in that year for some 550,000 persons. In France also the public bureau has become very important, the law since 1904 making the maintenance of such bureaus compulsory in all towns of 10,000 or over.

In Great Britain a means of relief for the trade-union man out of work which has been developed to great proportions is the trade-union out-of-work benefit.

In the "Ghent" system the trade-union out-of-work benefit is supplemented by the addition of sums contributed by the municipal or communal, or in some cases the provincial or general government. This system has been largely developed throughout Belgium and has spread to other countries, notably France. In Switzerland the attempts to establish a system of insurance against unemployment have attracted much attention, though they can not be said to have been successful.

Great Britain, Germany, and France have furnished valuable experience in the management of temporary relief works. In Germany and to a less extent in France the provision of municipal relief works has come to be general in the larger cities during the winter season.

In Germany, Switzerland, and German Austria "home shelters" are organized into a general system of homes or hotels for workmen traveling in search of work in all the larger cities and towns. Here workmen can find lodging for a night or two either by paying a small sum or, if unable to pay, by doing a little work in the morning. These are in all cases private institutions, maintained in many cases by trade unions, or not infrequently by religious societies.

Connected with these home shelters there has been developed, particularly in southern Germany and a few other portions of the German Empire, a system of smaller relief stations under Government administration or support. These relief stations are already organized in many portions of the Empire in such numbers as to be within walking distance of each other and all are connected by telephone. A workman traveling in search of work can go from shelter to shelter and at every point learn in which direction he can look for work with the most hope of success. If unable to pay for his shelter, he is required to work in the morning and travel in the afternoon, and the time he can stay at any one shelter is strictly limited. Legislation has been enacted in Prussia looking to the establishment of this system all over that kingdom.

In the Cantons of Switzerland, which have accepted the system and in considerable portions of Germany, tramps and irresponsible vagrants have largely disappeared from the community.

The most notable efforts in dealing with the unemployable are the so-called "labor colonies" of Germany and the less known but successful colonies of Switzerland. The German colonies, which have grown rapidly, so that there are now thirty in various parts of the Empire, are agricultural colonies, maintained almost wholly by private philanthropy, where any workman unable to find work can find shelter so long as he conforms to the rules of the colony. He is free to go at any time, but while in the colony must do the work assigned to him. The actual criminals are sent to penal establishments. The better grading of various classes of labor colonies for various classes of the unemployed is the aim of the Swiss colonies, most of which, however, are in their beginnings.

Akin to the labor colonies are the penal colonies, notably of Belgium, Switzerland, and Holland, to which are sent those arrested for begging, persistent idleness, and other minor offenses.

BRITISH POSTAL EMPLOYEES.

In the readjustment of British postal salaries for the fiscal year beginning April 1 Consul Frank W. Mahin advises that Nottingham (population, 255,000) is rated as follows: Postmaster, \$3,650; assistant postmaster, may be paid from \$1,752 to \$2,186; two superintendents, from \$1,411 to \$1,703 each; nine assistants, from \$925 to \$1,363 each; twenty overseers, \$779 to \$876 each; inspector in charge, \$925 to \$1,168; inspector of mail carriers, \$754 to \$900; five assistants, \$584 to \$730. All the preceding are annual salaries, weekly wages being as follows: 110 sorting clerks and telegraphists, from \$7.50 to \$14 each; 280 mail carriers, not exceeding \$7.50 each; 20 rural carriers, not exceeding \$5.11 each. In the smaller cities of the Nottingham district postal employes of the same class receive slightly lower wages than in Nottingham.

SUBSIDIES IN CANADA.

The proposals for aiding drydock companies submitted by the Government to the Canadian House of Commons will, if adopted, give new drydocks a subsidy or bonus equal to 3 per cent on the cost of the works, to be paid for in twenty years, the limit to any one concern being fixed at \$45,000 a year. Owners of existing drydocks who wish to enlarge them are to be given a like subsidy also for twenty years, but the total is not to exceed \$15,000 a year. The Canadian Government now gives subsidies or bonuses to railway builders, steamship lines, manufacturers of steel and iron, smelters of lead, to owners of petroleum wells, spinners of binder twine, to cold-storage warehouses, and to shipbuilders.

There are in Switzerland a number of societies which have for their object the propagation of the theory of cremation of the bodies of the dead. The propaganda is based upon various theories, chief among which is that of sanitation, the claim being made that the decomposition of bodies buried in the ground is a danger to public health.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and at not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful play grounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 44-46 East St.
Branches:
VANCOUVER, B. C., Cor. Carrel and Powell Sts., P. O. Box 1365.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 1312 Western Ave., P. O. Box 65.
PORT TOWNSEND, Wash., 114 Quincy St., P. O. Box 48.
ABERDEEN, Wash., P. O. Box 334.
PORTLAND, Or., 51 Union Ave.
EUREKA, Cal., 227 First St., P. O. Box 327.
SAN PEDRO, Cal., P. O. Box 2380.
HONOLULU, H. T., 821 Alakea St., P. O. Box 314.

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 91 Steuart St.
Branch:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 875.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branches:
SEATTLE, Wash., Colman Dock, Room 13, P. O. Box 1335.
SAN PEDRO, Cal., P. O. Box 2155.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
SEATTLE, Wash., P. O. Box 42.
Branches:
ALASKA FISHERMEN'S UNION.
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., Colman Dock, Room 10, P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

COLUMBIA RIVER FISHERMEN'S UNION.
ASTORIA, Ore., P. O. Box 138.
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2).
KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.
Headquarters:
SAN FRANCISCO, Cal., 51 Steuart St.
Branch:
SACRAMENTO, Cal., 200 M St.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA
29 ERSKINE STREET, SYDNEY, N. S. W.

TAFT ON THE INJUNCTION.

(Continued from Page 2.)

more—his equal rights with the rest of the community. Apparently his mind is full of the idea of privileges. Thus he suggests, as a concession, as a privilege, that no injunction issue without notice. This would be a special privilege as it is not the law in any jurisdiction to-day. But the laboring man asks no privileges, he asks his equal rights with the rest of the community and nothing more, and that is exactly what the Democratic platform offers.

When he comes to the question of jury trials in contempt cases, Mr. Taft seems equally unable to understand the Democratic platform, and makes misstatements, equally as groundless, as to its meaning. He affects to think that the Democratic platform favors a jury trial in cases to punish for contempt recalcitrant witnesses, jurors, etc. It is safe to say that this construction of the plank never entered the head of anybody but Mr. Taft. The provision is a part of the labor plank, and refers only to the contempts that arise in labor cases, which are: first, alleged disobedience of injunctions; and, second, criticisms of the decisions of the courts. In regard to the first, we have seen above that jury trials in boycott and contempt cases would be a long step forward toward the orderly administration of justice; and as boycotts are not confined to labor disputes—witness the recent Chinese boycott—the provision does not call for class legislation. The second is, perhaps, the greatest anomaly in our law—that when a court decision is criticized, the judge criticized calls the offender before him, and tries and punishes him. Thus the judge is at once complainant, prosecutor and judge. We pass laws forbidding a judge from presiding at a trial in the result of which some relative is interested; yet we permit him to preside at a trial to which he is a party, and in a case in which it is peculiarly hard for him to maintain judicial impartiality because of the natural feeling of resentment at criticism of oneself. It is unjust to the litigant to put him in such a position; it puts too heavy a burden upon the judge. And it is not only labor leaders who have felt the injustice of this truly extraordinary condition of our law. Unsuccessful litigants, reformers of various kinds, clergymen engaged in the work of suppressing vice, who have dropped chance remarks, or given newspaper interviews following decisions interfering with their work, and many others, have learned well how hard it is for even the most upright of judges to be truly judicial, to maintain strict impartiality under such conditions. Thus we see that instead of "an insidious attack upon our judicial system," this plank also calls for another step forward towards the orderly administration of justice.—William G. Wright, in *The Public*, Chicago, Ill.

The German Government has appointed a commission composed of leading economists, financiers, and officials to investigate the causes of the present money stringency and to propose methods leading to relief. The commission has already put down the names of 180 prominent men in trade, banking, and economic science, who are to be heard in regard to the matter.

TRADE-UNION ACTS.

By the Trade Disputes Act, 1906, an action against a trade-union, whether of workmen or masters, or against any members or officials thereof on behalf of themselves and all other members of the trade-union in respect of any tortious act alleged to have been committed by or on behalf of the trade-union, shall not be entertained by any Court.

In the year 1904 a master plasterer took a contract for plastering a large building some fourteen miles from Birmingham. He engaged as foreman a man who in the previous year had been expelled from a trade-union of workmen. An agreement was in force between this trade-union and two associations of employers, representing plasterers and builders. By this agreement it was provided that no boycotting or black-listing was to take place by the workmen's union where the employers' firms adhered to rules mutually agreed upon; that in the event of any dispute between his men and any employer who belonged to either of the contracting associations no strike should be sanctioned by the union until six clear working days had expired from receipt of notice from the district branch of the union, during which time the matter in dispute should be considered by a joint committee of employers and workmen; that failing a settlement by such committee reference of the matter should immediately be made to a standing joint committee of members of the employers' and workmen's central bodies, and that no strike or lockout should be sanctioned by the central bodies of either the employers or the men until this joint committee had met and discussed the grievance; that workmen, members of the union, should not be required to work with defaulters or men who had made themselves especially objectionable to the trade-union; and that no employer should be required to pay more than the local standing rate of wages to men engaged in the town or district where work was being executed, or where no such rate existed, that of the nearest town or district. The union also undertook not to take any steps to compel men to become members, and the employers undertook not to take steps to compel men to abstain from becoming members. The men belonging to the union who were employed on the work in question objected to work with the foreman and with some other men who had been fined by the union as defaulters, and they were anxious to have the matter of complaint settled under the agreement. The secretary of the local branch of the Union brought the cause of the men's complaint to the notice of the contractor. A long correspondence took place during December, 1904, and January, 1905. On January 11, 1905, the secretary demanded a meeting of the committee under the agreement to consider the matter in dispute. On January 14 a meeting of the local branch of the Union was held, and the members employed by the contractor were told that unless they received instructions to the contrary they were to give an hour's notice on the following Tuesday evening. Most of the men were entitled to leave work at any time on giving one hour's notice. But two of them, who were engaged as scagliola workers, were working, one of them under an agreement for a term of five years from

Christmas, 1901, and the other under an agreement for three years from March, 1904. Previously to this the local conciliation committee consisting of six employers and six men had met, but the employers refused to discuss the matter with the men on the ground that the building upon which the work was being carried out was too far away from Birmingham to be within their jurisdiction. In pursuance of the instructions given to the men on January 14, 1905, they all gave an hour's notice on the evening of the 17th, and refused to return to work. The Union paid strike pay to all their members on strike, including the two scagliola workers.

The contractor then brought an action against the trade-union and its trustees and the secretary of the Birmingham Local Branch for an injunction and for damages for inducing the men to break their contracts, and against the two scagliola workers for damages for breach of contract. The point was taken on behalf of the Union that the action could not be maintained after the passing of the Trades Disputes Act; but the judge decided that the Act was not retrospective in the sense that an action, commenced, as this was, before the passing of the Act, could be stayed. The action accordingly proceeded, and a considerable amount of evidence was taken. The plaintiff contended that the defendants had brought about the strike in order to compel him to dismiss the foreman. The judge found that the defendants, the central union, had authorized and sanctioned the calling out of the men; that neither the central officials nor the district secretary knew when the men were called out that the two scagliola workers had been engaged under agreements; that the union ratified the action of the local branch after they knew of those agreements and continued to pay strike pay to the men, but that such ratification was not sufficient to enable the plaintiff to recover against the union for wrongfully inducing the men to break their agreements; that the employers represented on the local conciliation committee were wrong in refusing to attempt to settle the matter in dispute; and that the union had acted bona fide in calling out the men after such refusal. As far as the two men were concerned, however, they had broken their agreements and were liable to pay damages. Judgment was accordingly given in favor of all the defendants except these two men. The plaintiff was awarded £25 damages for breach of agreement against each of them.—*Smithies v. National Association of Operative Plasterers and Others*.—King's Bench Division, May 14, 18, 20, and June 4, 1908.

ASIATIC IMMIGRATION.

The Nicaraguan Government has given a five-year concession to a Mexican, granting the right to introduce Chinese and Japanese immigrants into Nicaragua for employment as laborers in connection with plantations and other industries in the country. This concession, however, is conditioned on the establishment by the concessionaire, within the period of one year, of a line of steamers from Hongkong, touching at Shanghai, San Francisco, Salina Cruz, and Central American ports, including Corinto and San Juan del Sur.

Domestic and Naval.

The United States battleship fleet arrived at Albany, West Australia, on September 11.

The Bureau of Navigation reports that 125 sail and steam vessels, of 4,583 gross tons, were built in the United States during August.

The long overdue British steamship British Monarch, which sailed from Newport News June 18, arrived at Auckland, N. Z., on August 31.

Shipping men agree with Assistant Director Hasskarl that the municipal ownership of docks is the most pressing need of Philadelphia, Pa.

Chinese seamen on the German steamer Andre Rickmers, at Philadelphia, Pa., have declared that they are cruelly treated and that unless relief comes they will drown themselves at sea.

The American ship Astral arrived at Philadelphia, Pa., on September 3, 149 days from Honolulu, with a cargo of 93,000 bags of sugar. A Japanese seaman died on the passage and was buried at sea.

The United States battleships Maine and Alabama, which are acting as advance guard of the main battleship fleet on its voyage around the world, sailed from Port Said on September 11 for Naples.

Officers of the United States Marine Corps at Charlestown (Mass.) Navy Yard have begun an investigation of the expulsion of two marines from a theater because the men stood when the theater orchestra played "The Star-Spangled Banner."

The American bark Auburndale, which sailed from Turk's Island seven weeks ago for Philadelphia, is missing, and it is feared the vessel went down off Cape Hatteras during the West Indian hurricane which swept the Coast last month.

"Want" advertisements have been found helpful by the Navy Department in its recruiting work, and hereafter most of the money available for that purpose will be spent in that class of advertising in preference to the display forms.

Succumbing to the fumes of burning pitch and oakum in the forepeak of the British bark Puritan as she lay at anchor in President Roads, Boston, Mass., four seamen were suffocated on September 1 and a fifth was nearly overcome when he was rescued by shipmates.

Within the next thirty days the Texas City Steamship Company, backed by the interests which have built the Atlanta, Birmingham and Atlantic Railroad, and which now controls several steamship lines, will probably establish a service between New Orleans and New York in competition with the Southern Pacific.

The White Star liner Laurentic was launched at Belfast on September 10. The new vessel will be placed in the Canadian trade in conjunction with the Dominion line. The Laurentic is 14,500 tons gross register, 565 feet long, 67-foot beam, and has accommodations for 150 first class, 430 second class and 650 third class passengers.

Vessels bound to Philadelphia, Pa., from New England ports have experienced exceptionally heavy weather recently. A dispatch reports that the steamship Kenosha, from Boston for Philadelphia, for coal, was compelled to seek a haven at Provincetown. The schooner J. R. Teel, from Portland for Philadelphia, was compelled to put into Boston.

EUREKA, CAL.

The Pride O'Humboldt

Steam, Lager and Bottled Beer
BREWED BY
HUMBOLDT BREWING CO.,
EUREKA, CAL.

Promptly delivered and shipped to any part of the city, county and anywhere ALONG THE COAST.

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DELANEY & YOUNG,

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

UNION TRANSFER

Baggage & Freight Shipped & Stored
AT LOW RATES.

DAVE AGGELER, Proprietor
OFFICE, 119 D STREET
WESTERN HOTEL BLDG.
Phone Main 70 EUREKA, CAL.

HERMAN SCHULZE,

CIGAR MANUFACTURER.

Cigars at Wholesale and Retail.

439 SECOND STREET, COR. F,
EUREKA, CAL.

White Labor Only.

HONOLULU, H. T.

THE "ALOHA"

Harry Klemme, Proprietor.

First-Class Rooms at very moderate rates. Summer garden attached.

Cor. Queen and Richard Streets,
HONOLULU, H. T.

The German Savings and Loan Society

526 California St., San Francisco, Cal.

Guaranteed Capital \$1,200,000.00
Capital actually paid up in cash 1,000,000.00
Reserve and Contingent Funds 1,453,982.62
Deposits, June 30, 1908 31,471,554.23
Total Assets 37,055,263.31
Remittances may be made by Draft, Post Office, or Wells, Fargo & Co.'s Money Orders, or coin by Express.
Office Hours: 10 o'clock a. m. to 3 o'clock p. m., except Saturdays to 12 o'clock p. m. and Saturday evenings from 7 o'clock p. m. to 8 o'clock p. m. for receipt of deposits only.

Officers.

President, N. Ohlandt; First Vice-President, Daniel Meyer; Second Vice-President, Emil Rohte; Cashier, A. H. R. Schmidt; Assistant Cashier, William H. Hermann; Secretary, George Tourny; Assistant Secretary, A. H. Muller; Good-fellow & Eells, General Attorneys.

Board of Directors.

N. Ohlandt, Daniel Meyer, Emil Rohte, Ign. Steinhart, L. N. Walter, J. W. Van Bergen, F. Tillmann, Jr., E. T. Kruse and W. S. Goodfellow.

Mission Branch, 2572 Mission street, between 21st and 22nd streets. For receipt and payment of deposits only.

BEST SMOKE ON EARTH

RED SEAL CIGAR

UNION MADE

RED SEAL CIGAR CO., MANUFACTURERS
133 Hartford St., S. F.

DRUGS

Clean Your Blood With
THOMPSON'S BLOOD SPECIFIC
Use Curative Skin Soap for
Pimples. Price, 25c.

CITY FRONT DRUG STORE
10 MISSION ST., S. F.

INFORMATION WANTED.

Henry Laurent, who has been sailing between San Francisco and Honolulu, is inquired for by his mother. Anyone knowing his present whereabouts will please communicate with the Coast Seamen's Journal.

Edmund Zink, sailing on the Pacific Coast, is inquired for by his brother. Address, Coast Seamen's Journal.

SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

532 Second Street, - Eureka, Cal.

SCANDIA HOTEL

H. WENGORD, Proprietor.

FIRST-CLASS BOARD AND LODGING
Reasonable Rates.

Front Street, between C and D,
EUREKA, CAL.

FOR A GOOD CUP OF COFFEE OR A SQUARE MEAL

TRY

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.
A. R. ABRAHAMSEN, Prop.

PORTLAND, OR.

WORKINGMEN'S STORE

Importer and Dealer In

FINE CUSTOM AND READY-MADE

CLOTHING

Gents' Furnishing Goods, Hats, Caps,
Boots, Shoes, Rubber and Oil Cloth-
ing, Trunks, Valises, etc.

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23 N. Third Street, near Burnside
Portland, Oregon.

WM. JOHNSON

Transfer and Storage Rooms

PHONE EAST 4441

33 Union Ave. Portland, Oregon



See the Dog?
Is he a Tough Dog?

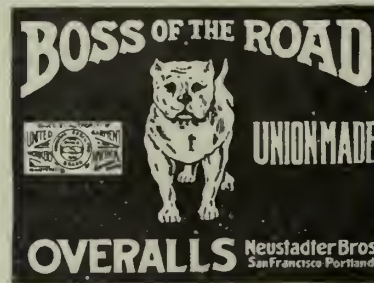
HE IS

So are the
OVERALLS

He Represents

Don't take our word for it,
but buy a pair

They will
MAKE GOOD



Carl Wilhelm Swensson, a native of Kalmar, Sweden, born September 15, 1881, supposed to be sailing on the Pacific Coast, is inquired for by his sisters and parents. Address, Klaes Swensson, Sodra Lauggatan No. 26, Kalmar, Sweden.

Seattle, Wash., Letter List.

Letters at the Seattle Sailors' Union Office are advertised for three months only, and will be returned to the Post Office at the expiration of that period if not called or sent for.

Aheng, C.	Kuntz, K.
Allen, J. W.	Larsen, H. J.
Andersen, Albert	Lattz, L.
Anderson, A. P.	Lohme, E.
Anderson, Hjalmar	Larson, F., -1098
Anderson, J., -1514	Lebrun, E.
Anderson, A.	Leaky, W., -925
Anderson, Victor	Leisman, J.
Axes, P.	Lepp, E.
Barry, Thomas	Lie, J. C.
Baandsen, E. M.	Lind, H. E.
Barwa, D.	Lindin, H. Van
Bakke, M. C.	Lindburg, John
Bateman, S. J.	Lindman, H. C.
Bernard, S.	Lindroos, C.
Benners,	Lichtenberg, Max
Bensen, J. E.	Lockey, H.
Berg, H. M.	Lunder, B.
Bergren, John	Lundquist, J.
Bertelsen, Alf.	Lubeck, R. A.
Bernsen, C. T.	Lundblad, E., -789
Berkelund, R.	Madison, Chas.
Blomquist, B.	Marthinsen, M.
Blomquist, H.	Mayers, P. M.
Boman, O. W.	Mannian, James
Brander, M. F.	Marthinnsen, K.
Bruhn, B., -1430	McKerron, W.
Buchtman, P.	McAdam, J.
Burke, James	Meddicott, F.
Caspersen, Chr.	Mikelson, C.
Cornell, G. B.	Mikkelsen, Jos.
Clarkson, C. H.	Mortensen, Chr.
Courtney, A. J.	Mortensen, Hølger
Conigan, P. J.	Mare, C. F.
Derrick, Geo.	Murphy, D.
Dinwooden, Jas. H.	Myren, A.
Donovan, James	Nelsen, Martin
Downing, S. G.	Newland, E.
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Emersen, E.	Olsen, H., -959
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Farley, Geo.	Overvik, Thos.
Fitzgerald, H.	Paulson, Paul
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Fournier, G.	Petersen, Olavus
Frobery, F.	Pedersen, Lars
Gad, V.	Pedersen, O. A.
Gent, A. C.	Pedersen, Kristian
Gilfson, Frank	Pendville, N.
Gronlund, Oscar	Pemberton, D.
Grusden, Edw.	Pietanzo, A.
Gustafson, A. W., -700	I'felfer, K.
Gudmundsen, J.	Palge, L.
Guttman, H.	Rasmussen, F.
Gulliver, W. H.	Rasmussen, N. C., -924
Hehkonen, G. A.	Sanches, F.
Hansen, Jens M.	Schulz, E., -1842
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Hansen, Mike	Silverksen, S. B.
Hattness, M.	Shane, J.
Hagman, H.	Sovig, C.
Healey, James	Soderlund, J. F.
Helman, Karl	Stuh, M.
Hilxon, J. W.	Steinburg, A.
Hjange, A.	Sundquist, C.
Haygard, T. S.	Svensen, J.
Holmgren, G. J.	Swensson, B.
Huslie, H.	Tact, Thos.
Iverson, S. B.	Tellefsen, P.
Iversen, P.	Tennant, T.
Jamison, J.	Thompson, R.
Jacobson, H. J.	Thoralls, L. M.
Jack, Paul	Tuomlinen, Alf.
Jasperson, J.	Vagnhill, G.
Jensen, Johannes	Wahlstedt, A. R.
Johansen, C. J.	Wahlstedt, G. R.
Johnson, Gunder	Wankle, F.
Johansen, Carsten	Walz, E.
Jaimson, Nils	Wallace, A.
Jerfold, Theo.	Webber, C.
Joakinson, W.	Whitley, A.
Johnson, Alf.	Wismser, Geo.
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Klelne, Carl	Wokes, H.
Klingenburg, J., -660	Zimmer, W.
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Portland, Or., Letter List.

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Aeckerle, E.	Lerch, Paul
Bagdon, W.	Lindholm, A.
Berthelsen, Alfred	Lundquist, Fred
Brown, Billie	Lang, G.
Bjomsgard, Kristen	McArthur, Chas.
Bakke, M. C.	Meijer, O. W. G.
Berghold, Hermann	Madsen, -1677
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Christoffersen, Olaf	Newmann, Curt
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Ellingsen, Edward	Osvald, T.
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Gunther, Hans	Petersen, William
Holmes, T. A.	Peterson, Nicolai
Hartman, Chas.	-1235
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Hassall, S. G.	Rytka, Otta -716
Jensen, Peter	Sollen, Le
Jensen, Hans, -1826	Schmidt, Alfred
Jahnke, Arthur	Shallow, John
Johansen, H., -2126	Schultz, Axel
Johannessen, -1441	Sjostrom, T. E.
Johnson, C. A.	Saar, Hans
Knudsen, Peder	Stenzel, Walter Otto
Kone, Ernest	Teigland, T.
Kreman, Martin	Tupitz, Con
Knutson, A.	Winche, August
Koch, Carl	Yates, James

Pt. Townsend Letter List.

Asker, S. J. (2)	Monder, Carl
Brander, W. (2)	Nilsen, M. V.
Christensen, Ch. M.	Thorspect, Mr.
-583	Smith, J. S.
Hoffman, Tom	Victorsen, E. M.
Karvonen, Lars	Williams, Chas.
Moherg, Alf.	Wilson, Herman
Moller, Andrew (2)	Woker, Herman

ABERDEEN, WASH.

BURNETT BROS.
JEWELERS AND
CHRONOMETER
MAKERS.
Union Made
WATCHES AND JEWELRY
Cor. of HERON & G STS.
ABERDEEN, WASH.

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Clothing and Furnishing Goods
SAILORS' PATRONAGE SOLICITED
116 South "G" Street,
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Chris Peterson Express

Prompt, Careful Service.
Phone 691. Stand, 415 E. Heron St.
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HUOTARI & CO.

Gents' Furnishings, Boots and Shoes,
Groceries and Notions.
We sell everything, and sell at right
prices. Union-made Goods Specialty.
You know the place.
320 S. F St., near Sailors' Union Hall,
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403 E. HERON ST., Aberdeen, Wash.
Next door to Burnett Jewelry Store.
Headquarters for Union-Made Goods,
Clothing, Hats, Shoes and Oil Clothing,
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THE "RED FRONT" CARRIES A FULL
STOCK OF
UNION MADE CLOTHING, HATS,
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GLOVES, OVERALLS, SHIRTS.
A. M. BENDETSON,
321 E. Heron St., Aberdeen.
Exclusive Owner of "The Red Front."

PORT TOWNSEND, WASH.**THE RED FRONT**

Clothing and Furnishing Goods
BOOTS, SHOES, HATS, CAPS, Etc.
UNION LABEL GOODS.
PORT TOWNSEND, WASH.

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Deals exclusively in Union-Made
CIGARS, TOBACCO, ETC.
Call at his old Red Stand on
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Next door to Waterman & Katz, just
around the corner from the Union Office.

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Wholesale and Retail Dealers in
LIVE STOCK, FRESH MEATS
AND VEGETABLES
Shipping Supplied at Lowest Rates.
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PORT TOWNSEND MERCANTILE CO.
(Inc.)

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SHIPS PROVISIONED.
311-13 Water St., Port Townsend, Wash.
Warehouse: Bartlett Wharf,
Port Townsend, Wash.

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Wholesale and Retail Dealers in
GENERAL MERCHANDISE.

Complete stock of Ship Chandlery,
Groceries, Dry Goods, Seamen's Sup-
plies and Outfits, etc., etc. Honest
and fair dealing is our motto.

MAX GERSON

Dealer in
Dry Goods, Clothing, Boots and Shoes,
Hats and Caps, Gents' Furnish-
ings and Sailors' Outfits.
215 Water St., next to Commercial Bank
PORT TOWNSEND, WASH.

INFORMATION WANTED.

Oscar Sunersson, last heard of
about four years ago when employed
in a tug at San Francisco, is inquired
for by his brother. Address, Coast
Seamen's Journal.

TACOMA, WASH.

DICKSON BROS. CO.

(U. S. STORE)

GENERAL OUTFITTERS FOR MEN AND BOYS

Clothing, Furnishing Goods, Hats, Caps, Shoes, Rubber Boots, Oilskins,
Blankets and Quilts, Trunks, Bags, Pipes and Tobaccos,
Cutlery and Notions.

Store Closes at 6 p. m.; Saturdays at 10 p. m.

UNION STORE, UNION GOODS CARRIED, AND ONLY UNION SALESMEN
EMPLOYED.

1120-1122 PACIFIC AVENUE

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ONLY EXCLUSIVE UNION CLOTHING STORE IN TACOMA.

NEW STORE—NEW GOODS

All our Clothing, Hats, Caps, Shirts and Collars have the Union Label. Store
closes at 6 p. m., except Saturdays.

COR. FIFTEENTH ST. AND PACIFIC AVE. TACOMA, WASH.
1212 FIRST AVENUE SEATTLE, WASH.

WHEN IN PORT AT TACOMA

Visit

THE NEW YORK STORE717 PACIFIC AVE.
OLSON BROS. & CO., Proprietors.

Where the Best
Clothing, Furnishing Goods, Hats,
Shoes, Rubber Boots and Oilskins can
be had at reasonable prices.
Union Goods a Specialty.

Oscar Pearson**Express and Baggage**

Stand Outside of Union Office

Seattle, Wash.

SEATTLE, WASH.

Change of Ownership Sale

McCormack Bros., of Tacoma, have purchased the entire stock and goods of
Mr. Jacobson, 812-814 First avenue, Seattle, consisting of Men's and Boys' Clothing,
Hats, Caps and Men's Furnishing Goods and Shoes, etc., and intend to dispose of
every dollar's worth before commencing to remodel the store, and the arrival of
new Spring goods. This place will be run as a branch of the Tacoma concern, and
our policy will be the same here as Tacoma, by carrying first-class Union Made
goods at popular prices.

In order to dispose of the present stock quickly we have marked it down to one-
third and one-half its actual cash value. Bear in mind we never misrepresent
anything in newspapers, store or otherwise.

McCORMACK BROS.

812-814 First Avenue, Seattle, Wash.

THE HUB

Shoe and Clothing Company
UNION MADE HEAD TO FOOT OUT-
FITTERS.
615-617 First Ave., Opposite Totem Pole,
SEATTLE, WASH.

MARSHALL'S**NAVIGATION SCHOOL.**

NEVER HAD A FAILURE.

82 STEWART ST.

Flat K, SEATTLE, WASH.
Office Phone, Ind. 1713.
Res. Phone, Ind. X 7028.**HEADQUARTERS FOR
UNION MADE CLOTHING**

FURNISHINGS,
HATS AND
SHOES, at

Westerman & Schermer,
220 and 222 First Ave. South,
SEATTLE, WASH.

SEATTLE NAUTICAL SCHOOL,

Navigation and Nautical Astronomy

CAPT. W. J. SMITH, - - - Principal
Graduate of Trinity Nautical College.
Author of Self-Instructor in Navigation.
Successful Compass Adjuster. Ocean
license unlimited. Steam and sail.
American and British.

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K. K. TVETE

Dealer in

Clothing, Shoes, Hats and
Gents' Furnishing Goods

108-110 MAIN STREET,

Squire-Latimer Block, Seattle, Wash.

BONNEY & STEWART**Undertakers**

Third and Columbia Sts., Seattle, Wash.

Preparing bodies for shipping a spe-
cialty. All orders by telephone or tele-
graph promptly attended to.

Telephone No. 13.

SMOKERS**BY INSISTING UPON PURCHAS-
ING UNION STAMP SHOES**

You help better shoemaking conditions.
You get better shoes for the money.
You help your own Labor Position.
You abolish Child Labor.

Do Not Be Misled by retailers who
say: "This shoe does not bear the
stamp, but is made under Union Condi-
tions."

This is false. No shoe is union-made
unless it bears the Union Stamp.

**Boot and Shoe Workers' Union**

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

News from Abroad.

The Portuguese Chamber of Deput-
ties has approved the extradition
treaty between the United States and
Portugal.

A gas suction engine on trial on an
old British warship, the Rattler, is
described as promising to excel steam
as a method of propulsion.

The celebration on September 11
throughout Russia in honor of the
eightieth birthday of Count Tolstoi
passed off quietly. No arrests were
made anywhere.

An official statement of the cholera
situation in St. Petersburg shows that
on September 11 there were fifty-
eight cases and eight deaths from the
disease and there were 107 patients in
hospitals.

Two men were killed and six
wounded on board the Danish cruiser
Hekla on August 28 by the premature
explosion of a shell. The accident oc-
curred during target practice at Aar-
hus Bay.

Another suicide of an embezzler
was recorded at Berlin, Germany, on
September 2, when Gustav Herzberg,
the proprietor of a small private bank,
shot himself. The amount of his de-
falcation has not yet been established.

The recent note of Venezuela has
been received at The Hague, reciting
the failure of a cruiser to salute Cas-
tro's flag and the attack on the con-
sulate at Willemstad as precluding the
possibility of friendly relations.

Count Leo Tolstoy, who has been
suffering for some time past with a
dilation of the veins of one of his feet,
is showing steady improvement, but
the condition of his health has been
complicated by a slight attack of in-
fluenza.

The amount of subsidies granted
by Japan under the steam navigation
and shipbuilding encouragement laws
is steadily increasing, and the ques-
tion of the amendment of the laws in
order to check a further increase was
taken up in the Diet during the last
session.

The Turkish armored cruiser Med-
jidch, which was built by the Cramps
at Philadelphia for the Turkish Gov-
ernment in 1903 and which has been
tied up at Constantinople for five
years, is preparing to make her first
trip since arriving in Turkey. The
cruiser will soon proceed to Smyrna
to welcome the Greek squadron.

Professors and instructors in the
Russian Imperial universities and
schools of Russia have received a cir-
cular from the Minister of Education
ordering those who are members of
the Constitutional Democratic or
other "illegal" political parties either
to withdraw from the parties or re-
sign their positions.

The St. Vincent, the largest and
heaviest battleship ever built for the
British Navy, was launched at Ports-
mouth, Eng., on September 10. The
St. Vincent is the eighth vessel of
the Dreadnought type in the British
Navy. She was laid down in Decem-
ber of last year. She is supposed to
be of about 19,250 tons, and her cost
has been given at \$9,500,000.

The territorial Supreme Court at
Manila, P. I., on September 3, decided
that the Sultan of Dunabarra must
hang for the part he took as leader
of the raid on Parang, Island of
Mindanao, in January, 1906, wherein
J. W. McDonald of that place was
killed by the raiders. Besides being
condemned to be hanged the Sultan
is ordered by the Court to pay to the
heirs of McDonald 1000 pesos (\$500).

Home News.

Four persons were burned to death in a fire which destroyed the Belmont Hotel at Denver, Colo., on September 8.

Forest fires destroyed the business section of Peshtigo, six miles from Menominee, Mich., on September 9. Several hundred are homeless. Loss about \$200,000.

The special Grand Jury of Springfield, Ill., has adjourned after indicting 117 persons involved in the recent race riots, four of them policemen.

The United States Civil Service Commission has warned Federal employees that they can not resign to enter the campaign and afterward be reinstated.

What will be one of the largest office buildings in the world is to be erected in Chicago by the People's Gas, Light and Coke Company at a cost of \$3,000,000.

A general investigation of the Pullman Company, its schedule of rates and its alleged discriminations is to be begun by the Interstate Commerce Commission in Chicago, on September 17.

Mrs. Sallie Rutherford died at Topeka, Kas., on September 9 at the age of 113 years. She was born in Middleton, Ky., in 1795, and has never seen a week's sickness in her life.

Isaac King, a full-blooded Choctaw who was sentenced to life imprisonment in 1902 for complicity in the murder of Joe Drake, a white man, has been pardoned by President Roosevelt.

That there was a net increase of 209,000 in the population of the country as the result of immigration during the last fiscal year is shown by the reports of the Department of Commerce and Labor.

The Supreme Court of Oklahoma has upheld the contention of the Governor that he alone had power to enforce the law, and nullified the efforts of the Attorney-General to oust the Standard Oil Company.

An increase of 371,089 pensions issued, with a saving of \$1,343,666 out of the reduced appropriations for the maintenance of the Bureau during 1905-08, is announced in a compilation of figures given out at the Interior Department.

The School Trustees of New Westminster, B. C., have refused to raise the Union Jack over the school buildings, as they were ordered to do by the Provincial Government. It was decided that the Canadian ensign should be the only emblem permitted at the flagstaff head.

The victims of this year's celebration of the Fourth of July throughout the United States number 5632 in killed and injured, according to statistics published by the Journal of the American Medical Association. The number of casualties is 1210 more than last year, though the number of deaths, 163, is one less.

Declaring it to be drastic, harsh and unreasonable, and an invasion of the rights of the States and therefore repugnant to the Constitution, the United States Circuit Court for the Eastern district of Pennsylvania on September 10 dismissed the suits of the Federal Government to enforce the commodities clause of the Hepburn Railroad Act against the anthracite coal carriers of the State. The Government will appeal.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of five months from date of delivery.

Members whose mail is advertised in these columns should at once notify P. Scharrenberg, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaltonen, R. Anderson -1298
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Abel, Paul Anderson, -1252
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Andersen, Carl Arntsen, Julian
Andersen, Lars T. Aske, John
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Batemans, S. J. Blair, Francis
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Behr, P. Boogren, Eric
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Dahlen, Hugo Dorles, H.
Dahlgren, Edward Dorsch, Emil
Dahlman, John Dowe, John
Dalman, F. Doyle, W.
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Forshu, Alex Friebe, Herman
Forlund, Victor Friebe, John
Forsman, Nils Frivold, John
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Haasenritter, Carl Hansen, J. P.
Hagbartsen, M. Hanssen, Nikolai
Haier, Fred Hansson, L. P.
Hall, W. F. Harris, John E.
Hallstrom, John Harris, J.
Halvorsen, Aug. Haugen, Lars
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Kugam, Fred J.
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Magnusson, Gust.
Magnussen, Axel
Markus, Bernhard
Martin, Roy
Mason, Chas.
Mason, C.
Mathiesen, Ludv.
Mathiesen, Ingolf
Mattson, K. J.
Mayer, Peter
McAdam, J.
McGuire, John

Nelson, Charles
Nelson, Geo.
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Nielsen, Sivert
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Salvesen, Thorvald
Sanders, Frank
Sandow, Fred.
Sandqvist, C. G. E.
Sawberg, A.
Saxen, Chas.
Schafer, Paul
Schlooser, Ludv.
Schmah, Magnus
Schmehl, Jas. P.
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Schmitz, Waldemar
Schultman, John
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Schwencke, Carl
Seegers, Wm.
Semberg, John
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Shiffer, Chas. R.
Sigurd, Gustaf
Simpson, L. C.
Sindahl, Jens
Siven, Viktor
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Sjoblom, Anton
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Tamm, A.
Teitzen, B. H.
Templeman, R.
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Thomson, Aug.
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Thoresen, Th. A.
Ulstad, Kristian
Virak, M.
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Worm, A.
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Wortman, Willy

Zirnhauer, Karl

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Larsen, Lars
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Johansen, A. -1705
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Andersen, F. C.
Andersen, A. L.
Andersen, Einar
Clahsen, H.
Campbell, N.

Ferraris, J.
Holm, J.
Janssen, H. -1555
Helnor, Belin J.
Thomas, J. W.

INFORMATION WANTED.

Ole Hansen Stallemo, last heard of on bark Edderside in 1896, is inquired for by his sister, Jaga Hendricks. Address, 405 Ohio street, 3d floor, Chicago, Ill.

Vicktor L. Brelm, last heard of when sailing on the Australian coast in 1904, is inquired for by his brother. Address, A. E. Brelm, Sailors' Union, San Francisco.

Karl Kristopherson, born 1881, at Karlskrona, Sweden, is inquired for by his brother, Alfred. Address, Atlantic Coast Seamen's Union, Philadelphia, Pa.

Carl Johan Olsen, a native of Christiansund, Norway, once a member of the Pacific Coast Seamen's Union, is inquired for by his sister, Mrs. B. M. Thalberg, nee Olsen; 719 N. Maplewood avenue, Chicago, Ill.

Anders or Andrew Olson, a native of Lomma, near Malmo, Sweden, aged about 40, joined the Sailors' Union in San Francisco about 1892, is inquired for by Nils P. Adamson, Keeper Eldred Rock Light Station, Via Juneau, Alaska.

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INFORMATION WANTED.

Gustaf Gilberg, a seaman, is inquired for by his sister. Address, Mrs. James R. Sederquist, 9 Washington Square, Lynn, Mass.

David Rosenthal and David Selwin, natives of New Orleans, are inquired for by relatives. Address, Coast Seamen's Journal.

Charles Porter, Fred Choate and Soren Sorensen, who were wrecked in the Maggie C. Russ, are requested to call upon Attorney H. W. Hutton, Pacific Building, San Francisco.

Charles Johannes, a native of Berlin, Ontario, aged about 35, supposed to be on the Pacific Coast, is inquired for by relatives. Address, Coast Seamen's Journal.

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Labor News.

Labor Day was more generally celebrated this year than at any time since its establishment in 1882.

W. J. Bryan addressed the Labor Day meeting at Forest Park, Chicago, and reviewed the parade.

"Government by Injunction" was the chief topic of the addresses delivered throughout the United States on Labor Day.

Samuel Gompers addressed the Labor Day meeting at Danville, Ill., in the Congressional district of Speaker Cannon.

There were 1422 deaths from accidents and 6140 injured in the various industries of Pennsylvania during 1907, according to the report of the Bureau of Industrial Statistics.

Forty thousand workers marched in the Labor Day parade in New York City. A parade of unemployed was also held, the latter ending in a meeting and an anarchist disturbance at Cooper Union.

Labor Day was celebrated in San Francisco by two parades containing about forty thousand workers in the building trades and miscellaneous crafts. Literary exercises were held in the afternoon and evening.

Frank P. Sargent, Commissioner of Immigration, Department of Commerce and Labor, died at Washington, D. C., on September 4, aged 54 years. Deceased was formerly Chief of the Brotherhood of Locomotive Firemen.

The Canadian Pacific Railway Company put the mechanics, who were on strike, back to work last week in their former positions on the wage scale agreed upon by the board of conciliation, held in Winnipeg, pending further investigation by a second board.

Four of the Millville (Pa.) glass factories resumed work for the season on September 8. On the 14th most of the remainder started. Fires are aglow under the large new tank of the T. C. Wheaton Glass Company and work will be resumed there in a few days.

Employment to 500 men was given on September 4 at the plant of the Cleveland (O.) Furnace Company, which has received orders enough to insure a six months' run at the full capacity of 400 tons a day. The plant has been shut down since the first part of April.

According to word received at Honolulu, T. H., on September 11, Miki Saito, formerly Japanese Consul to Hawaii and now head of the Emigration Bureau of the Foreign Office, has prohibited further emigration into Hawaii, on the ground that there are sufficient laborers there already.

The contempt charges against President Gompers and other officials of the A. F. of L., growing out of the Buck injunction, were partly heard in the Supreme Court of the District of Columbia on September 9. At the request of the Buck counsel further hearing was postponed for sixty days.

The International Congress of Glass Workers, which was in session at Paris, France, recently, voted to form an international federation comprising the workmen individually instead of united, but uniting them as representing the various departments of the trade. The American and Belgian delegates, who were opposed to this individual basis plan, withdrew from the proceedings.

With the Wits.

Sleepy Guest—"Hallo! Is it seven o'clock. I declare I am so sleepy that I can't open my eyes." Head Waiter (who has knocked at the door)—"I'll bring you your bill, sir, if you like."

"Are you satisfied with your new apartment?"

"Yes, indeed; our back windows command a view of some of the most expensive lingers I ever saw."—Brooklyn Life.

A Point of Vantage.—"Of course, the railways owe the public a great deal," said Mr. Dustin Stax; "but you must also remember that the public is indebted to the railways."

"Yes," answered the critical citizen; "but the railways are in a position to collect."—Washington Star.

Which Kind?—"Officer," said the polite magistrate, "what is the charge against the prisoner?"

"Having an infernal machine in his possession, your honor," replied the policeman.

"Anarchist or chauffeur?" queried the magistrate.—Newsbook.

She Stopped It. — Mr. Newliwed opened an account at the bank for Mrs. Newliwed. Last week she sent the following letter to the bank manager: "Gentlemen: Please stop payment on the check I drew to-day, as I accidentally threw it into the fire. Yours, Mrs. Newliwed."—Exchange.

His Finest Act.—"How was your speech received at the club?" asked one of Chumley's friends.

"Why, they congratulated me very heartily. In fact, one of the members came to me and told me that when I sat down he had said to himself it was the best thing I had ever done."—Youth's Companion.

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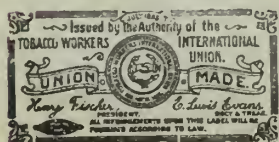
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